

Pakistan received the first of 45 Supporters in 1974. They are to be used for training, AOP and liaison.

Finnish SAAB 35BSs are painted in dark-green/dark-blue/gray and are numbered DK-202,4,6,8,10,12 with squadron emblem on fin. First 35XS is DK-201.

Dominican Vampires: 2701, etc. An early photo of 2711 shows it camouflaged in dark-green/light-blue-gray with large serials and squadron emblem.

An addition to the LVA story by F. Gerdessen (Vol. I, No. 3):  
1918- 2 Thulin typ FA  
The Navy received 25 other Thulin a/c. All together 120 a/c were  
ordered in 1917 but only these were delivered."

Lennart Andersson SAFCH #68

"Since I sent you the list, the CAF has added only one new type which is listed below for inclusion in Vol. 1, No. 2:

CH147 Boeing-Vertol Chinook Boeing-Vertol CH-47C  
As reported in Air International (Jan. 75) one crashed on a delivery flight on Oct. 18/74 killing the entire crew of five from 450 Transport Helicopter Squadron. The total order for 8 helicopters will be divided equally between the squadron's main base at Canadian Forces Base Orlawa (Uplands) Ontario and its detachment at CFB Edmonton (Namac) Alberta. The present CH131A Voyager helicopters are likely to be assigned a search and rescue role."

Fred Guthrie SAFCH #29

PHOTOGRAPHS NEEDED: Will pay reasonable price for photos of aircraft listed, particularly color: ABU DHABI - Hunter T77; ALGERIA - MiG 15, 17, 21F; 11 28; An 2; 11 18; Mi 4; Sud Puma; EGYPT - Hawker Hurricane; Curtiss Tomahawk; Short Sterling; Su 7; MiG 23; L-29 Delphin; Macchi C205; Fiat G55B; Tu 16; IRAQ - Tiger Moth; Gloster Gladiator; Avro Anson; Douglas DB-BA; Auster AOP; all Russian manufactured a/c; Hawker Hunter F6; JORDAN - Percival Proctor; M.K.E.K. 4 Ugur; F-86 Sabre; Northrup F-5A; LEBANON - Percival Prentice; Percival Proctor; Aeromacchi MB-308; DH Tiger Moth; Hawker Hunter F6, FB9; Sud Alouette II, II; Mirage III C; Super Magister; LIBYA - Dassault Falcon; Sud Alouette II; MiG 21 UTI; MOROCCO - DH Heron; MS500 Criquet; Beech Twin Bonanza; Bell 47; Bell 205; Sikorsky H-24; Kaman HH43 Huskie; MiG 15UTI, 17; 11 28; Northrup F-5A; SAUDI ARABIA - DH-9; Avro Anson; DH Tiger Moth; Harvard; Magister CM170; DH Vampire FB52, T: Lockheed T33; Beech T34 mentor; Fairchild C-123; Vickers Varsity; Douglas C-118; Sud Alouette II; SUDAN - MiG 21; An 2; TUNESIA - Alouette II; T6G Texan; SAAB 91D; Dassault Flamant.

Please contact R.M. GOLDMAN, 8 STONE DRIVE, WEST ORANGE, NJ 07052.

\*Jarne Sørresliig (SAFCH #145) has some corrections concerning RDAF a/c:  
"Vol I, No. 1, page 10: The Danish SAAB 35XD serials are certainly not white but black and they are A-001 to Q20 (F-35), AR-101 to 120 (RF-35), and AT-151 to 156 (TF-35). The following a/c are no longer in service because of crash: A-003, 013, 015 and AR-103.

A correction to Vol I, No. 2, page 20: The F-104G (R-546) must be an error as the RDAF does not possess a F-104G with such a serial."

Marburo Books Inc., 205 Moonachie Rd., Moonachie, NJ 07074 has some great book bargains of interest to SAFCH members:  
- FIGHTER ACES, Chris Shores. Engrossing account of the careers of the most successful fighter pilots of both World Wars, as well as those of the Spanish Civil War, Korea, Vietnam & the 6-Day War, in the context of aerial combat tactics from the biplane to the supersonic fighter. 142 illus, 12 Full Color. \$7.98  
-SOVIET TRANSPORT AIRCRAFT SINCE 1945, John Stroud. Describes in detail the 40 types of Soviet transport planes & helicopters produced since 1945, their design history, layout, structural characteristics & service life. 276 Photos & 30 3-view Drawings. \$2.98  
-HISTORY OF THE POLISH AIR FORCE 1918-1968, Jerzy Cynk. Detailed account of the Polish Air Force, from its birth in revolution to its present status as one of the principal weapons in the Soviet armoury; extensive appendices on aircraft supplies, strengths, commands, bases, more. 250 rare photos. \$5.98

Pat Sedlock (SAFCH #169) has an idea up his sleeve. He's playing pretty close to his vest, but he writes the following tantalizing bit: "I hope that my comments about decals would arouse your curiosity, and I'm glad they did. Before the project can get off the ground a lot of research needs to be done, and since I'm now an official member of the SAFCH I'd like to request a research project mention in the next available issue of the SAFO. I specifically need info on sizes, colors and placement of national insignia of the small air forces. Where possible I'd like to obtain color info correlated with either the Federal Standard 959a or the British Standard "Colours for Official Purposes". I'd appreciate it if all info could be sent to me directly. Any material loaned would, of course, be promptly returned.

As far as the distribution of the decals goes I had not given the matter much thought since at this stage it seems a little premature. Your comment about a decal insert in each issue is, however, a good one. We'll cross that bridge when we get to it." Sounds like a great idea. And, it can be done. Anyone been around long enough to remember those 25¢ SAFCH Guatemalan decals?

Dave Menard (SAFCH #16) writes: "As you know, I was stationed on Taiwan. There were 20 weeks to the day, and all I could do was look at CNAF a/c. They are at war, period, so no cameras on the line at any time, period. I did manage to scrounge up some copies of the CNAF version of Airman, and some had some interesting photos in them. One thing on their l04Gs -- none of the tip tanks were ever painted, all were in natural metal for some reason. Kinda destroyed the camo effect, in my opinion.

On SAFO #3, the Bearcat article. The full serial of her is 93569. I saw her myself, and that is one of the two rolls that Kodak ever lost on me. I shot three other VNAF 'cats, one at Bien Hoa, and two at TSN. The decal sheets give 1510s location wrong, as does the Profile (whom I sent the pix and gen in): All four were in natural metal, and 510 didn't get the blue paint until Oct 1965.

There was a sketch of F-102A 53404 in Turk marks. She was in the 40th FIS at Yakota, and the 4th at Misawa while I was there. Couldn't shoot her myself, darn it, as I recognized her number, Revell's 1/48 kit is of her. Does anyone have a photos of this bird that I could have? The other 102 Revell modeled was at Okinawa at the same time. Some coincidence, huh?"

Ian Dewar (SAFCH #163) is looking for anyone who sells colour slides (35mm) of aircraft. (Ian's book on the F-4 is nearly complete, watch for announcement in the SAFO.)

David Hast (SAFCH #51) has a Czech friend who wants to supply Eastern European kits in exchange for Country & Western records. Contact David for further information.

Chris Chołoniowski (SAFCH #96) is writing a Polish Profile (TBU series) on Spitfires with the Polish Air Force in Great Britain. Anyone who has unpublished photos of Polish Spitfires please contact Chris.

## POLISH DECALS

I have just received from Poland another batch of Polish decals. These high quality decals can be used on models of Polish aircraft from all historical periods: The Polish-Russo War, Between the wars, September Campaign, Polish Air Force in Great Britain and in the USSR, and post WWII. The sheet measures 24.5 cm by 33 cm and contains the impressive total of 188 national insignia of various sizes, 56 squadron emblems, and 90 assorted individual markings. While designed primarily for use in 1/72 scale, many of the national insignia can be used on models in other scales. These decals are of the pressure-sensitive type and the quality of the reproduction is excellent. There are a few mistakes but, in a refreshing bit of candor, these are pointed out in the "errata" section of the instructions. The instructions (in English) also include application procedures, identification of each individual decal, and a list of references. Since there are no drawings in the instructions, references are essential for correct placement of the decals. Available only through the Small Air Forces Clearing House, this decal sheet can be obtained by sending US\$ 4.00 (either in check, international postal money order, back draft) to James V. Sanders, 27965 Berwick Dr., Carmel, CA 93921.

# FLYVEVABNET

(THE ROYAL DANISH AIR FORCE)

ORDER OF BATTLE - 1 JANUARY 1976

Aalborg	ESK 723	17 F-104G, 5 TF-104G
	ESK 726	18 F-104G, 4 TF-104G
	SNF	1 Chipmunk
Karup	ESK 725	17 F-35, 3 TF-35
	ESK 729	19 RF-35, 3 TF-35
	SNF	8 T-33A, 2 Chipmunk
Tirstrup	SNF	1 Chipmunk
Vandel	HFT	15 OH-6A, 7 KZ-VII, 2 L-18C
Skrydstrup	ESK 727	14 F-100D, 5 F-100F
	ESK 730	13 F-100D, 7 F-100F
	SNF	1 Chipmunk
Vaerløse	ESK 721	8 C-47, 2 C-54, 3 C-130H
	ESK 722	8 S-61A, 8 Alouette III
	SNF	1 T-33A, 1 Chipmunk
Avnø	FLSK	13 Chipmunk, 1 T-17

The following aircraft are on order: 5 TF-35, 31 T-17 (to replace Chipmunk, KZ-VII, and L-18C), and 48 F-16 (to replace F-100D/F).

The following aircraft have been delivered but are not ready for squadron service: 7 F-100F (see note 1), 1 F-104G and 1 TF-104G (see note 2).

Note 1: The RDAF bought 14 ex-USAF F-100F aircraft of which 7 are now with ESK 730.

Note 2: 15 single and 3 two-seat CF-104 fighters were bought from the Canadians. Except for two they have all been brought to F-104G/TF-104G standards.

Abbreviations used: SNF = Station Flight

HFT = Haerens Flyvetjeneste (Army Air Service)

FLSK = Flyveskolen (Elementary Training School)

Bjarne Sørensen SAFCH #145



## AIRCRAFT OF THE ROYAL DANISH AIR FORCE

## SAAB-35

## LOCKHEED STARFIGHTER

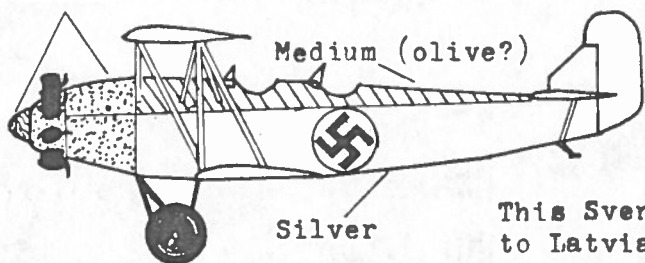
Type	Code	c/n	Delivered	Unit	Remarks	Type	Code	USAF	c/n	Delivered	Unit	Remarks							
F-35	A-001	35-1001	26.04.71	ESK 725		F-104G	R-340	62-12340	683D-6039	24.11.64	ESK 723								
	002	1002	02.09.70	"			341	12341	6040	"	"								
	003	1003	"	"	WO 20.09.74 Braendstrup		342	12342	6041	"	ESK 726								
					Total Hrs 780		343	12343	6042	21.12.64	"								
	004	1004	"	"			235	12345	6044	24.11.64	"								
	005	1005	26.10.70	"			346	12346	6045	"	ESK 723	WO 07.10.69							
	006	1006	09.11.70	"								Tirstrup							
	007	1007	20.11.70	"			347	12347	6046	"	"								
	008	1008	10.12.70	"			348	12348	6047	"	"								
	009	1009	15.12.70	"			349	12349	6048	21.12.64	"								
	010	1010	04.01.71	"			698	63-12698	6050	"	ESK 726	WO 03.12.74							
	011	1011	11.01.71	"								8NM NE Skagen							
	012	1012	08.02.71	"								Total Hrs 2265							
	013	1013	15.02.71	"	WO 21.11.74 Hodsager		699	12699	6051	24.11.64	ESK 723								
					Total Hrs 647		700	12700	6052	21.12.64	ESK 726	ESK 723							
	014	1014	09.03.71	"								01.11.71 to							
	015	1015	15.03.71	"	WO 26.07.71 Karup							01.07.72							
					Total Hrs 80		701	12701	6053	"	"								
	016	1016	29.04.71	"			702	12702	6054	"	"								
	017	1017	30.04.71	"			703	12703	6055	"	"								
018	1018	20.04.71	"		707	12707	6059	"	ESK 723	ESK 726									
019	1019	05.05.71	"							until 1969									
020	1020	17.05.71	"		645	13645	6094	05.06.65	"										
					646	13646	"	"	ESK 726										
					647	13647	6096	"	"										
RF-35	AR-101	35-1101	24.06.71	ESK 729			752	64-17752	6097	"	ESK 723	WO 22.02.71							
	102	1102	25.05.71	"								Saebø							
	103	1103	07.06.71	"	WO 02.08.71 Øster							Total Hrs 1176							
					Velling Total Hrs 46	753	17753	6098	"	"									
	104	1104	11.06.71	"	ESK 725 21.03.75 to	754	17754	6099	"	ESK 726									
					05.11.75	755	17755	6100	"	ESK 723									
	105	1105	24.06.71	"		756	17756	6101	"	"									
	106	1106	"	"		759	17759	6104	"	ESK 726	WO 08.06.73								
	107	1107	06.09.71	"							Thisted								
	108	1108	31.08.71	"							Total Hrs 1533								
	109	1109	"	"															
	110	1110	20.10.71	"		TF-104G	RT-681	63-12681	583C-5525	24.11.64	ESK 723	WO 13.06.75							
	111	1111	22.09.71	"															4NM NW Fyns Hoved
	112	1112	05.10.71	"															Total Hrs 2508
	113	1113	08.11.71	"															
	114	1114	02.11.71	"									682	12682	5526	"	"		
	115	1115	25.11.71	"									683	12683	5527	21.12.64	ESK 726		
	116	1116	15.12.71	"	ESK 725 21.03.75 to								684	12684	5528	05.06.65	"		
					05.01.76														
	117	1117	20.12.71	"															
118	1118	"	"		Type	Code	USAF	c/n	Delivered	Unit	Remarks*								
119	1119	19.01.72	"		CF-104	R-704	12703	683A-1003	07.06.72	ESK 726	26.02.74								
120	1120	05.05.72	ESK 725	ESK 729 until 01.04.75								757	12757	1007	17.05.72	"	09.01.75		
												758	12758	1058	14.06.72	"	22.05.74		
												771	12771	1071	24.11.71	"	16.08.73		
												812	12812	1112	07.06.72	"	16.05.75		
												814	12814	1114	24.01.73	ESK 723	15.06.73		
												819	12819	1119	06.06.72	"	21.03.74		
												825	12825	1125	15.06.72	ESK 726	15.11.73		
TF-35	AT-151	35-1151	14.10.71	ESK 729		832	12832	1132	16.06.72	ESK 723	12.10.73								
	152	1152	24.06.71	"		846	12846	1146	16.05.72	ESK 726	07.04.75								
	153	1153	07.07.71	"		851	12851	1151	08.06.72	"	24.10.75								
	154	1154	16.11.71	ESK 725		855	12855	1155	06.06.72	-									
	155	1155	26.01.72	"		887	12887	1187	08.06.72	ESK 723	18.02.75								
	156	1156	17.04.72	"		888	12888	1188	13.06.72	"	21.08.74								
						896	12896	1196	15.06.72	"	14.02.74								
						RT-654	63-12654	583A-5321	16.03.72	ESK 726	22.09.72								
						655	12655	5325	23.02.72	ESK 723	29.08.72								
						657	12657	5327	24.11.71	"	29.06.72								
						660	12660	5330	20.04.72	ESK 726	09.11.72								
						662	12662	5332	16.06.72	-									
					664	12664	5334	15.05.72	ESK 723	22.05.72									
					667	12667	5337	05.06.72	"	20.11.75									
Data compiled by Bjarne Sorresliig. This is the first of a series of																			
Data compiled by Bjarne Sorresliig. This listing will be continued in																			

\* Date delivered to Squadron.

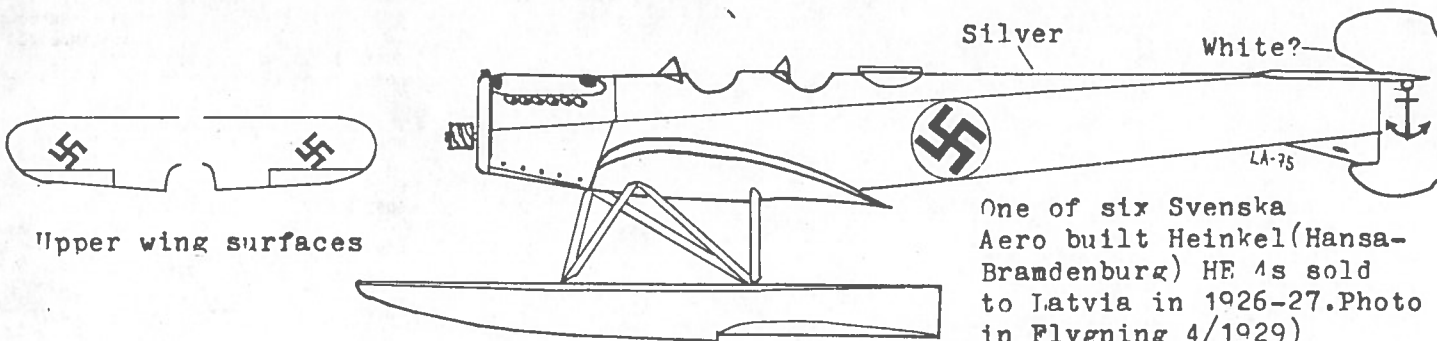
Bare metal

# BALTIC AIRCRAFT / SWEDISH EXPORTS

Under sides of lower wings



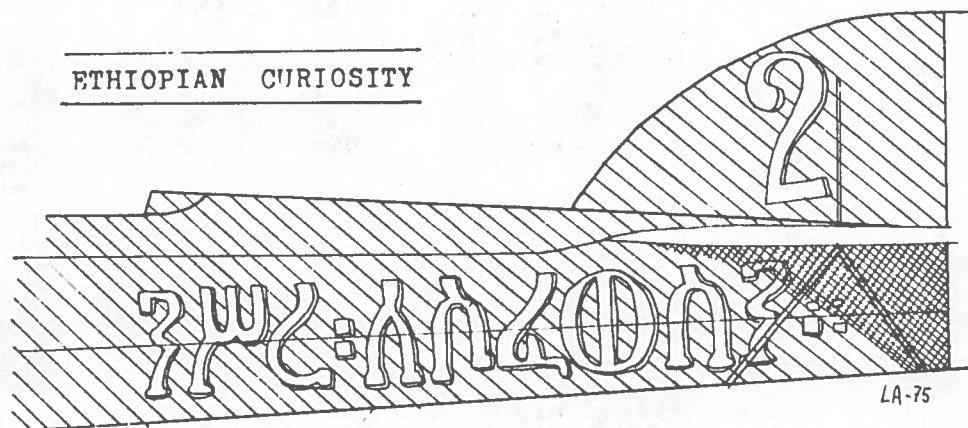
This Svenska Aero Pirat trainer was delivered to Latvia in March 1929. Photo, probably during delivery tests in Sweden, in Flygning 4/1929.



Upper wing surfaces

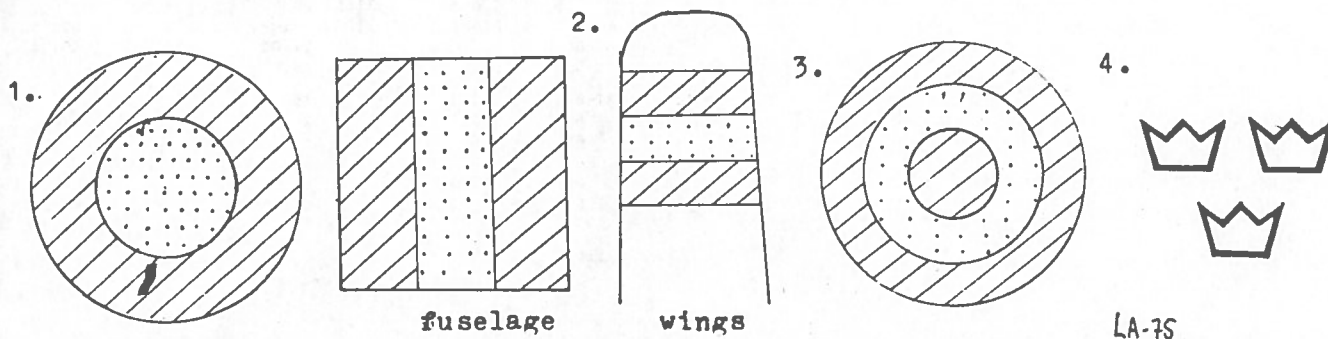
One of six Svenska Aero built Heinkel (Hansa-Brandenburg) HE 4s sold to Latvia in 1926-27. Photo in Flygning 4/1929)

## ETHIOPIAN CURIOSITY



Markings shown on an Ethiopian Potez 25 (Photo Flygning 9/1935). Can anyone translate? White letters and figure, shadowed in some darker colour, on dark painting/camouflage.

Lennary Andersson



## Short-lived variations of SWEDISH AIR FORCE NATIONAL INSIGNIA.

- 1) Under wings 1914.08.06 - 1915
- 2) Six positions, summer 1926 (On J 2)
- 3) Special "enemy" exercise marking
- 4) Six positions 1926/27. Without black outline on wings (On A 1, J 2 and S 3 for exemple)

## CESSNA Ce.337 AND F.337 IN AFRICAN SERVICE

It was late in the sixties that some French speaking African countries chose to replace their Max Holste MH.1521 "Broussards" with Cessna 337 Super Skymasters as patrol and survey aircraft. Some aircraft were ordered from Wichita; the others from the Cessna associate in France, REIMS AVIATION. The first aircraft were flown to Reims in 1968 where they received their special fittings.

At this time, the Biafran war was raging and there were rumors that the Gabonese Ce.337s could go to Toussus and be fitted with rocket launcher pods to be then flown to Biafra; but nothing of the kind happened.

From time to time, these aircraft come to Reims for overhaul and modifications (a bunch of them received the Robertson STOL kit); they may also be repaired in Reims after a crash. With the recent problems between France and some of its former colonies, these countries refused to pay for the repairs and some aircraft are presently stored at Reims.

Ten countries in Africa operate Super Skymasters; here is the list of aircraft in service with their respective air forces:

**CHAD** F.337 c/n 0014 TT-MAB with code '014AB' on tail  
c/n 0017 TT-MAA  
c/n 0024 TT-MAC  
c/n 0023 TT-MAD

Aircraft delivered in July; November 1970

**DAHOMEY** Ce.337 c/n 1176 TY-MAD (ex N-86404)

**ETHIOPIA** F.337 c/n 002 EF-104 (ex D-GCAB)  
Aircraft was operated by the West German Ministry of Defence who offered it to the Ethiopian Government for its air force in late 1970. Since then the aircraft has been transferred to the Ethiopian Police.

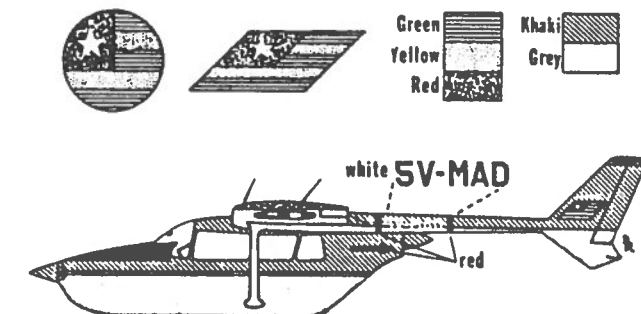
**IVORY COAST** F.337 c/n 021 TU-VAG  
c/n 022 TU-VAH  
c/n 023 TU-VAI

All delivered in December 1970

**GABON** Ce.337 c/n 1132 TR-KDB (ex N-86260)  
c/n 1134 TR-KDA  
Delivered in 1969

**MADAGASCAR** F.337 c/n 0012 SR-MQD (delivered in January 1971)  
c/n 0015 SR-MQA  
c/n 0035 SR-MQB (delivered in June 1971)

**MAURITANIA** F.337 c/n 038 ST-HAI (delivered in June 1971)  
Ce.337 c/n 1040 ST-MAH (delivered in late 1968 ?)



### Togolese AF C.337 by P. Hailo

**NIGER** F.337 c/n 026 5U-MAT (delivered December 1970)  
c/n 040 5U-MAU (delivered June 1971)  
Ce.337 c/n 1173 5U-MAS

**TOGO** F.337 c/n 016 5V-MAE (delivered September 1970)  
Ce.337 c/n 1128 5V-MAD (ex N-86244)

**SENEGAL** F.377 c/n 0036 6W-SAT (delivered in May 1971)

**UPPER VOLTA** F.337 c/n 0006 XT-MAG (delivered in January 1971)  
Ce.337 c/n 1027 XT-MAB

All these aircraft have the same colour scheme (except for Dahomey - Ethiopia scheme unknown):

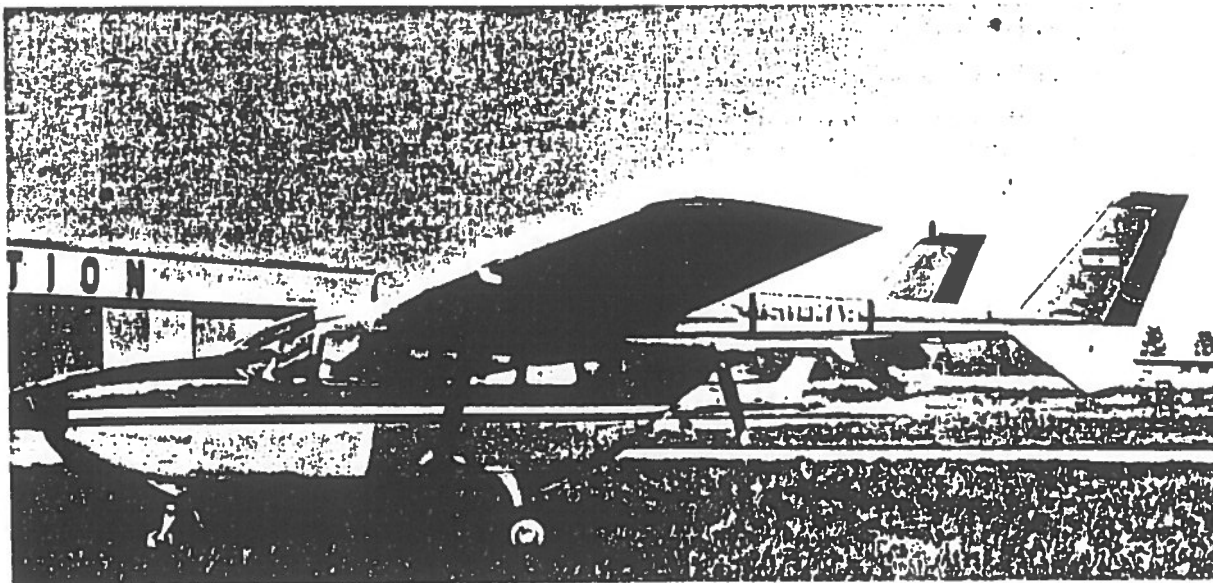
-Khaki for upper surfaces except for the

-Light grey-blue for the under surfaces

-White line around the fuselage

The Dahomey 337 is all white with a green and yellow line, roundel on the fin with code 'AD' in black. The roundel is dark green-yellow-red.

Chris Bardou SAFCH 073



Niger Ce.337D No.1173 "5U-MAS" at Reims in Sept. 1974. (C. Bardou)



The following is a list of articles from the German magazines LUFTFAHRT INTERNATIONAL (LI and LS=special issue), PLASTIMODELL (PM) and MODELL FAN (MF).

ARGENTINA: Export of FW 58 (LI 1)  
AUSTRIA: Export version of the FW 58 (LI 1); Photo of Go 145 (PM 1/74)  
BOLIVIA: Civil export of Ju 86 (LI 8)  
BRAZIL: Export version of FW 58 (LI 1)  
BULGARIA: Export version of the FW 58 (LI 1)  
CHINA: Export of Hs 123 (LI 2); Export of FW 58 (LI 1)  
CROATIA: Export of Go 242 (LS 2)  
CZECHOSLOVAKIA: Civil export of FW 58 (LI 1); Story of Avia S 199 (MF 4/74 and MF 11/74); Story of L-290 Orel (MF 8/74)  
DENMARK: Civil export of FW 58 (LI 1)  
FINLAND: Story of Do 17Z (MF 3/74)  
GERMANY: Excluded from this list. The aircraft of the West German Air Force will be subjects of future series.  
HUNGARY: Export version of FW 58 (LI 1); Export of Go 242 (LS 2)  
IRAQ: Five photos of BF 110D of II./ZG 76 in Iraq markings (MF 10/74)  
ITALY: Export of DFS 230 (LS 1); Export of Go 242 (LS 2); Story of F-84F of "Getti Tonanti" (PM 4/72)  
JAPAN: Export of DFS 230 (LS 1); Export of Go 242/244 (LS 2)  
JERUSALEM: Story of the Siebel Si 204 for the "Grossmufti" of Jerusalem (PM 4/72, 5/72, 1/73, 2/73)  
MANCHURIA: Civil export of Ju 86 (LI 8)  
NETHERLANDS: Meteor T.7 (PM 4/70)  
PORTUGAL: Export version of FW 58 (LI 1)  
ROMANIA: Export version of FW 58 (LI 1); Export of DFS 230 (LS 1); Export of Go 242 (LS 2)  
SLOVAKIA: Export of FW 58 (LI 1)  
SOUTH AFRICA: Civil export of Ju 86 (LI 8)  
SPAIN: Export of FW 58 (LI 1)  
SWEDEN: Export of FW 58 (LI 1); description of SAAB Viggen (LI 3); Description of SAAB Safari/Supporter (LI 9)  
TURKEY: Export of FW 58 (LI 1); Delivery of He 111 (MF 2/75)

Paul Bezouska SAFCH #34

BRAZIL: de Andrade, "Neiva and the Universal", Air International, Vol. 8, No. 5, P. 228. Production and use of Neiva light military aircraft.

CANADA: "Air Power in the Melting Pot: Canadian Military Aviation Today", Air International, Vol. 8, No. 4, p. 163.

CZECHOSLOVAKIA: "From Aero to Zlin: Aviation History on Display in Prague", Air International, (The Kbely aviation museum.)

FRANCE: "Alpha Jet: A Franco-German Solution", Air International, Vol. 7, No. 4, p. 167.

"The Multi-Mission Mirage F", Air International, Vol. 8, No. 6, p. 285.

GERMANY: "Alpha Jet: A Franco-German Solution", Air International, Vol. 7, No. 4, p. 167.

INDIA: "Quantity or Quality? The Indian Dilemma", Air International, Vol. 9, No. 4, p. 170.

Pushpindar, "Spinal Cord of Indian Air Defense", Air International, three parts, Vol. 8, No. 1, p. 7; Vol. 8, No. 2, p. 69.

JAPAN: "Kawasaki C-1: Japan's Mini-Starlifter", Air International  
al, Vol. 9, No. 1, p. 7.

Sekigawa, "Mitsubishi's Meteor ... Supersonics from Nagoya", Air International, Vol. 8, No. 4, p. 170.

Sekigawa, "The Paradox of Japan's Maritime Wings", Air International, Vol. 8, No. 5, p. 222.

JORDAN: "The Royal Jordanian Air Force: The Arab Professionals",  
Air International, Vol. 9, No. 3, p. 111.

NETHERLANDS: "The Mower: Fokker's Final Fighter", Air International, three parts, Vol. 7, No. 4, p. 178; Vol. 7, No. 5, p. 239; Vol. 7, No. 6, p. 286. Development and use of the Fokker G I.

SWEDEN: "Sweden's Muscular Minimus: The SAAB Supporter-Safari",  
Air International, Vol. 8, No. 1, p. 13.

BELGIUM: Underwood, "Jean Stampe and the Flemish Tiger", Air Classics, Vol. 11, No. 11, Page 54. Discusses the development of the Stampe SV-4 used by Belgium and France in the early months of World War II.

CZECHOSLOVAKIA: Ross, "Avia B-35 Czech Fighter", Scale Modeler Vol. 10, No. 12, Page 64. Discusses the 1/72 scale model kit by Kovozařovody-Prostejov. Nothing about the actual aircraft. Three-view drawings of about 1/66 scale.

ISRAEL: "The Kfir - Israel's New Combat Aircraft", International Defense Review, Vol. 8, No. 3, Page 320. Several photographs. Three view drawing. Dimensions and performance figures given.

NETHERLANDS: Morton, "The Aerial Invasion of Holland", Air Combat, Vol. 3, No. 6, Page 70. A continuation of an article begun the previous issue.

NETHERLANDS EAST INDIES: Beauchamp, "The 90-Day War", Air Combat Vol. 4, No. 1, Page 72. Discusses Curtiss aircraft used by the NEIAF in late 1941 and early 1942. Emphasis is on the H-75A Hawk, but some mention is made of the CW-21B Demon (or Interceptor) and the CW-22 Falcon. Gives the order of battle of NEIAF.

NEW ZEALAND: MacGibbon, "History of the Royal New Zealand Air Force", Aerospace Historian, Vol. 22, No. 3, Page 143. A very brief look at the RNZAF from its beginning to the present.

NATO: Meller, "Europe's New Generation of Combat Aircraft - Part 2: NATO Stresses Flexibility", International Defense Review, Vol. 8, No. 3, Page 339.

Tony Wilbanks SAFCH #140

Aviation Week, 12 January 1976: Color photo Iranian F-14 3-863;  
Photo of Kfir assembly line; Photo Polish M-15.

23 February 1976: Photo Gulf Air Tristar; Photo Israeli C-130 4X-FBA; Photo Ecuador Arava (Israeli registration 4X-IAJ); Photo Arava assembly line; "Arava used as Aid to Israeli Kfir Sales" p. 50-51.

1 March: Two photos of camouflaged Mil Mi-24 Hind-A; Photo of Russian Tu-22 Blinder; "Agusta A-109 Offers Avionics Options" p. 40-43, one photo of a/c and five photos of details; "Westwind Designed to Competitive Goals" p. 62-64, three photos of 4X-CJA.

8 March 1976: Photo of Kfir production line with camouflaged a/c in Israeli markings; Photo of Guatemala Arava (no markings visible); Photo of Nomad N24 VH-DHU.

22 March 1976: Three photos of Russian MiG-25 Foxbat;  
Three photos of Russian MiG-23 Flogger; Photo Saudia Tristar  
HZ-AHA; Photo of Iran Air 747SP; Photo Swiss Turbo Commander HB-GEH.

Flight, 3 January 1976: Photo An-2 N22AN/SP-DMA; Photo Jordanian  
CASA C.212 #123.

17 January 1976: Photo Brazilian Islander PT-KRP.

24 January 1976: Color photo Pakistan PIA DC-10, "Airline Profile, PIA" p. 177-181.

31 January 1976: Photo South African Trilander ZS-JJCX;  
Photo Swiss FFA Brovos A40-AZ and HB-HEY; Photo Dutch Navajo  
PH-OTH.

7 February 1976: Photo Philippine Air Force Nomad; Photo Gulf Air Tristar; Photo Mozambique Boeing 707; Photo Peru S-2E AA548; Photo Brazil S-2E P-16E 7030; Photo Monaco Auster 5 3A-MAC; "Air Force Market Place" short comments on Uganda MiG 21, combat use of MiG 21 and G-91 in Angola, and loss of a Moroccan F-5A in the Sahara.

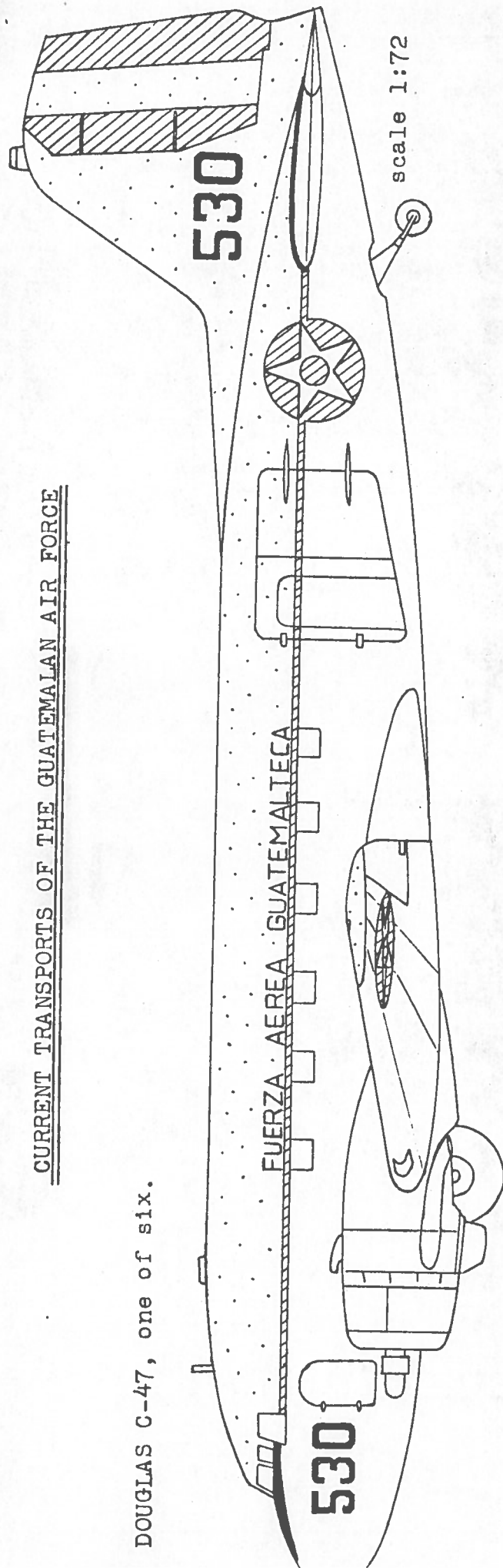
Interavia, January 1976: Mil-24 article p. 44-45 - 3 photos and a small 3-view drawing.

February 1976: "Air Forces of the World" p. 165-176  
Listing of all a/c used and on order by all Air Forces of the World.

Jim Sanders SAFCH #1

CURRENT TRANSPORTS OF THE GUATEMALAN AIR FORCE

DOUGLAS C-47, one of six.

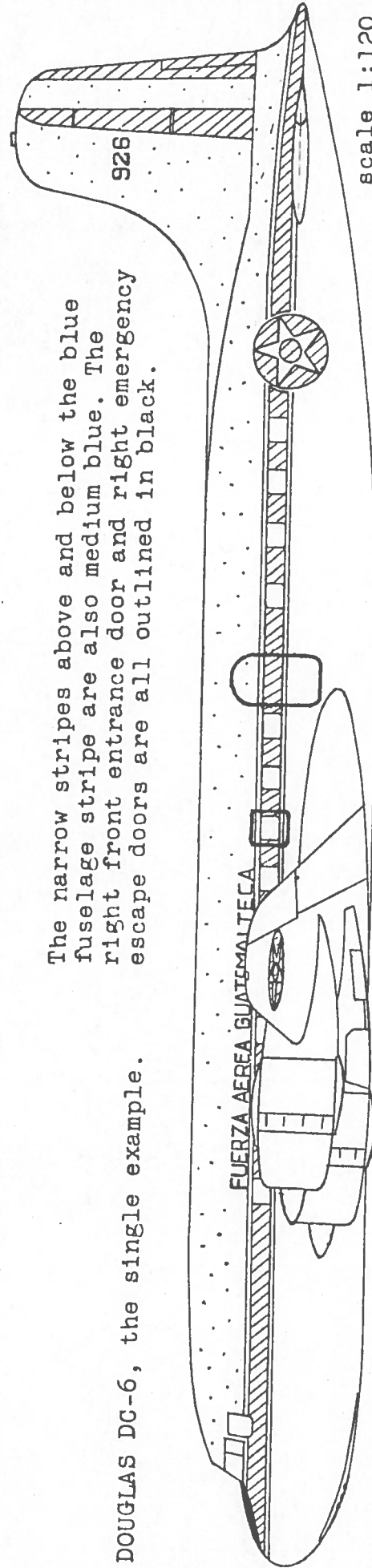


- ☐ bare aluminum
- ☒ medium blue
- ☐ white
- ☐ black

In 1945 the shade of blue in the national flag and in the air force insignia was changed from light to medium blue. At the same time, the air force star was changed to one of five points.

The narrow stripes above and below the blue fuselage stripe are also medium blue. The right front entrance door and right emergency escape doors are all outlined in black.

DOUGLAS DC-6, the single example.



Open nosewheel door.

sources: Flight International, 6 Nov and 28 Aug 1975

George Rowley SAFCH #69

THE RYAN ST IN GUATEMALA



During 1938 Guatemala ordered twelve Ryan STM-150's as fighter-trainers. The two orders were invoiced on July 12 and December 15. The second six had attachments for mounting two machine guns on the wings in streamlined pods, and two on brackets on the fuselage; extra fittings were also ordered to arm the first six machines. All had their front cockpits covered. They served at least until 1945, being commanded during part or all of that period by Colonel Rudolfo C. Mendoza.

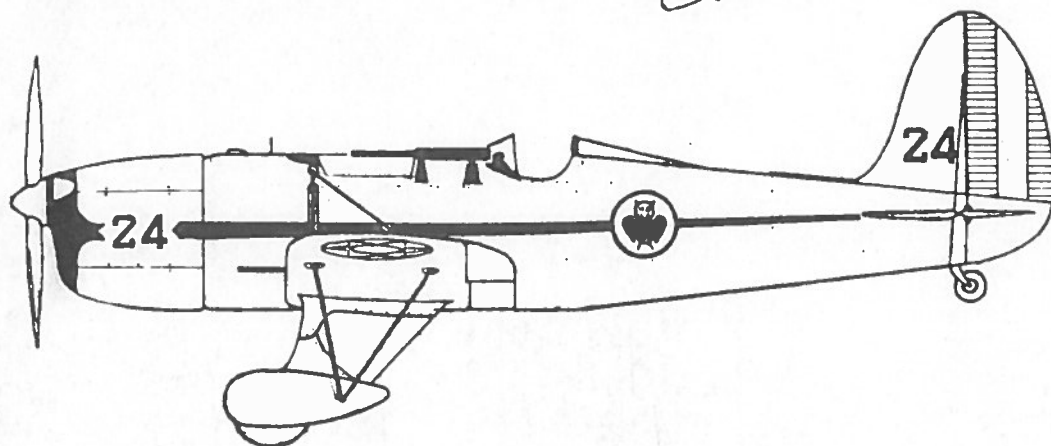
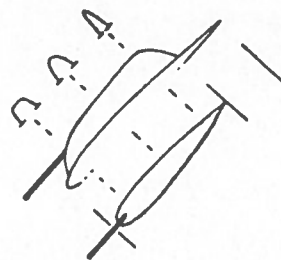
All twelve Ryans were photographed on the Aeropuerto La Aurora at Guatemala right after the arrival of the second batch, which were still in the factory markings. ST no. 24 eventually wound up back in its hometown--in







Owl insignia on nos. 24-26:  
white, with black border, body,  
and perch, tan face with black  
details, white open eye, and  
orange beak and feet.

Crow insignia is black,  
white, and orange.



scale 1:48

GR 1-76

Fuselage, rudder cone, cockpit interior, wing gun fairings, wheel pants,  
metal parts of landing gear strut fairings: bare aluminum.  
All surfaces, fabric-covered rear part of l.g. strut fairings: aluminum dope.  
Both anti-glare areas (front one removed fall 1975), leather padding and head-  
rest, instrument panel, wing walk, guns and mounting brackets: flat black.  
Numbers, trim stripe: gloss black.  
Seat: off-white lap and shoulder belts; cushion and backrest, khaki canvas .  
Prop: six laminations of blond wood, steel leading edge guard. No black.  
National markings: white and light blue (sky blue) .

the San Diego Aerospace Museum, where it is restored to factory appearance.

Appreciation is extended to William Wagner of Ryan/Teledyne, who provided  
the photograph and drawing of the basic ST, and to Ed Leiser, Bruce Reynolds,  
and Dan Burnett of the San Diego Aerospace Museum, the last of whom helped  
build these airplanes.

Related information may be found in Paul R. Matt's Historical Aviation  
Album, Vol. 9. Also, both the Fall 1958 Air Progress and the Aero Series  
volume on the Boeing P-26, by Ed Maloney, have drawings of the P-26A in  
Guatemalan service.

George Rowley SAFCH #69

# INFORMATION REQUESTED:

112



What is "A.F.T.D."?

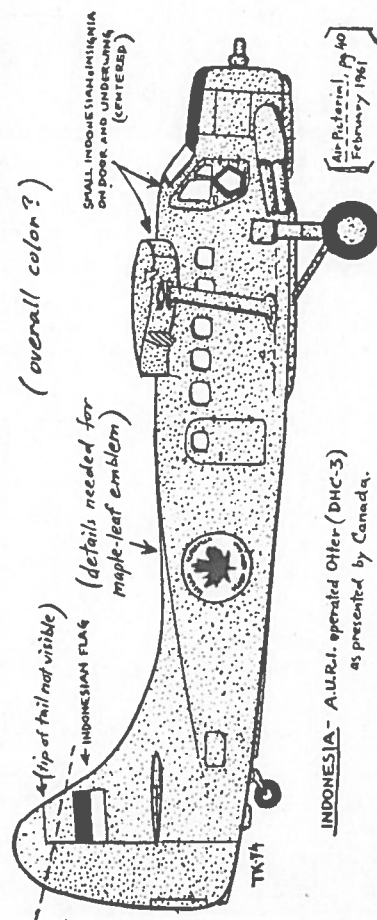
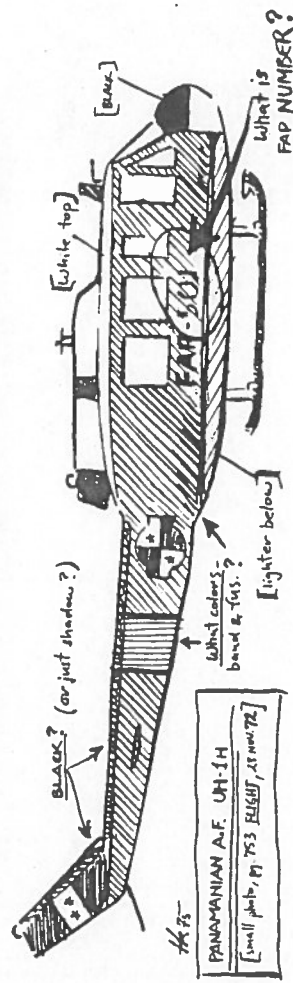
(When worn & by whom?)

Large (approx. 4½ inches, 11.5 cm) embroidered patch, obviously for flight suit.

COLORS, from middle: green, black, red, & white with black letters and thin border.

White star & crescent (without outlines) on green disc — white wing with black outline and details.

Is central design on the old Libyan colors, part of a badge?

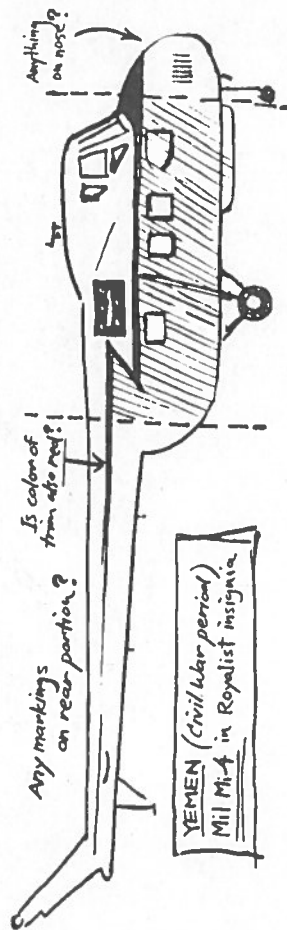
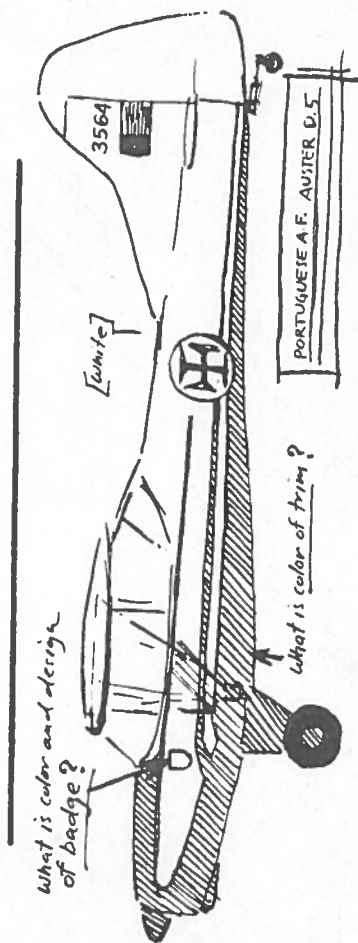


A series of sketches, both old and new, on which further details are needed in order to complete the references.

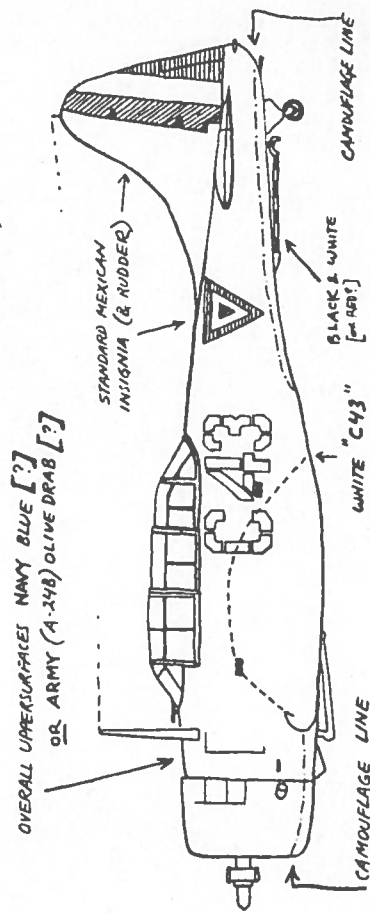
PLEASE SEND ANSWERS TO:

TED KOPPEL, 133 W. LAWVALE ST., BALTIMORE, MARYLAND 21217, USA

-or: S.A.F.O.



MEXICAN AIR FORCE - Douglas "Dauntless" - 1944  
(note arresting hook)



[Info. from uncler photo - "Flying" Mag. - Dec. 1944] — TED KOPPEL '68

## THE ORIGINS OF AERIAL BOMBING IN MEXICO

We all know that the first military employment of aviation, were the reconnaissance flights made by the Italians in 1911 during the Italo-Turkish war in Tripoli; but, many writers in Mexico claim this country as the first place in which an aerial bombing was performed under actual war conditions. Let's see:

In the month of February, 1911, an "Aviation Week" was celebrated in Mexico City due to the arrival of the Air Show of the "Moissant International Aviators". Those were the last days of the 30 year long dictatorship of General Porfirio Diaz, but the aged "Don Porfirio" went to the Balbuena plains in the outskirts of the capital to witness a military exercise performed by the French ace Roland Garros. The exercise consisted in the location, by Garros in his Bleriot monoplane, of a hidden gun battery. Once located, the battery was "bombed" by Garros with paper bags filled with flour (other authors mention oranges) and the battery fired a few rounds signalling its "destruction". The dictator and his cabinet and staff are said to have been deeply impressed by this exhibition of the latest destructive capabilities of the Air Arm.

Shortly afterwards, the triumphant Mexican Revolution (begun in November 1910) sent Diaz into exile and a new President, Francisco I. Madero, took power.

In February 1913, Madero's government suffered a counter-revolutionary coup headed by the main Army leader. The rebels entrenched themselves in a building known as "The Citadel". In the days that followed, known in history as the "Tragic Decennial", furious fighting developed between the professional soldiers covered behind the thick walls of the building and the loyalist members of the revolutionary army (mainly illiterate peasants) were sent in suicidal cavalry charges against the building crowned by machine-guns and light artillery by the government's Minister of War, General Huerta, who was in connivance with the conspirators. After Madero's government lost its most decided partisans in the capital, General Huerta imprisoned and shot Madero and proclaimed himself the new dictator.

During the fighting, a couple of Mexican airmen, Lebrija and Villasana, proposed to bomb "The Citadel" using a Deperdussin monoplane, but the permission was denied by the Minister Huerta since he was, as we have previously seen, an accomplice of the besieged rebels.

Soon after the triumph of the coup, Huerta summoned the airmen to give a demonstration of their proposed plan to realize an aerial bombing, which was performed at Balbuena on April 7, 1913. The two aviators

bombed a lime bull's-eye with a pair of Martin-Hale bombs and, though the explosion damaged the plane, Huerta ordered the creation of an Air Corp and sent 30 army cadets to France to learn to fly.

Venustiano Carranza, the revolutionary governor of the state of Coahuila, rebelled against the coup, re-initiating the revolution, and a long a cruel civil war ensued.

In one of the very first engagements, in May 1913, the port of Guaymas, held by the "Federalists" (Huerta), was besieged by the "Constitutionalists" (Carranza). In the bay, two Federal warships, the gunboat "Tampico" and the armed troop transport "Guerrero", shelled constantly the attackers. A Constitutionalist plane, a Curtiss Pusher called "Sonora", flown by the French pilot Didier Masson and Captain Joaquin Bauche, made several bombing sorties against the ships using homemade bombs formed from a piece of tube filled with dynamite cartridge. Not a single hit was scored against the ships which, nevertheless, were compelled to sail away leaving the fight with the crews demoralized by the menace of the flying machine.

In February 1914, the crew of the "Tampico" rebelled and passed to the Constitutionalist side, steaming towards the port of Topolobampo being pursued by the "Guerrero" and the gunboat "Morelos". A prolonged naval engagement followed in Topolobampo Bay with the "Tampico" remaining bottled up for more than a month until finally sunk by its opponents.

The Curtiss flew again in daily sorties, this time flown by Gustavo Salinas and a machinist of the "Tampico", Teodoro Madariaga. During these missions of the Curtiss, several hits were scored on both ships causing minor damage.

This is, in brief resume, the chain of events that have led several Mexican historians to claim Mexico as the birthplace of aerial bombing. Any comments?

### Bibliography:

- "Aguilas de Anahuac" by Raul Perez Gallardo
- "Pioneros de la aviacion Mexicanas" by Ing. Jose Villela Jr.
- "Biografra de la marine mexicana" by Raziell Garcia Arroyo

Ismael Garcia Llaca SAFCH #53

## THOSE HARD TO GET OR NON-EXISTENT NATIONAL INSIGNIA DECALS

One of the problems most commonly faced by me, as a modeller interested in Small Air Forces/Small Wars, is that, having X kit, and a reasonable amount of info on it, I don't have the decals with the national insignia needed for my special project.

Let's say that I want to build, for example, a Hawker Fury in Spanish Civil War Republican markings, well, I have the Matchbox kit, and a most complete info on its camouflage, and insignia-red bands on wings, red rear fuselage, and red, yellow, purple flag on the rudder (even I can paint that with my little hands) PLUS the tricolor pre-war cocade in four wing positions, just outside the red stripes; and, where in the world can you get Spanish Republican cocades in decal form?

So far, I have found a poor man's solution: to change the colours of a decal already in the market (and easy to get), in this particular case, I apply four Belgium (black, yellow, red) cocades of a suitable size, let them dry overnight, and then, I take a pointed toothpick, wrap a small piece of absorbent cotton, dip it in purple paint, and VERY carefully, cover with this paint the black (inner) circle of the cocade, and voila, you have made yourself a Spanish Republican cocade. Easy, isn't it, and if you use red instead of purple, you can have a pre-1931 or post-1939 Spanish insignia, if you use green you turn it into the insignia of Bolivia, Congo, or Ghana; with blue, you have Rumania (pre-war) or Chad.

Ismael Llaca (SAFCH #53) writes: "In mags and newspapers, often they publish, in their news section, photos of a/c used in say the recent air fighting in Argentina, when the attempted coup by the fliers failed, or in the current Angolan war. This photo, published say by a Mexican mag, could be completely unknown to Dutch readers. When one of these photos is spotted by a SAFCH member it should be clipped sent to some volunteer (don't look at me, I'm only an agitator) If considered of interest, it could either be published in the SAFO or it could serve as the bases of a drawing by one of our members. In time, we would have a treasure of information. These photos or drawings could be published without a story as in the case of the Costa Rican P-51 since, as in this case, it would probably prompt some interesting articles by one of our members. What do you think?"

*Sounds like a good idea. Any volunteers?*

With French WWI cocades (light blue, white, red), covering the inner light blue circle with gold you have Abu Dhabi, with black - the new Arab Federation of Egypt and Syria, and adding to this two small hand painted green stars - the former U.A.R., with green - Italy, and with black again - Libya; with no modification - Paraguay; with red - Peru, Singapore, and Turkey, with black again (with a green star on top) - Yemen; and a post-1945 insignia (with yellow border) plus black center, you have - Upper Volta.

E.S.C.I. decals' sheet #73 (Arab-Israeli War) has an earlier Egyptian insignia (green, white, green roundels without crescent or stars) that can be used without modification for Nigeria, with the inner circle overpainted red, you have - Iran or early Italian; with black - early Syrian (with 3 small red stars), with orange - Ivory Coast.

British pre-war cocades, with the inner (red) roundel overpainted in orange, gives you the South African insignia prior to 1950, with a red star superimposed, you have - Yugoslavia. WWII red star (the one with a yellow border) with a French cocade (minus red outer roundel) superimposed in the center, you have - Rumania, with a similarly treated Italian insignia, you have - Hungary.

Ismael Garcia Llaca SAFCH #53

Ismael also serves as our movie reviewer: "Seen at the movies: In "Giron" a Cuban film on the Bay of Pigs (part documentary and part feature film made to appear as a documentary); T-33 - silver overall; Sea Fury - mottled camouflage; B-26 - some sort of 'spotted' camouflage. In both cases the camouflage seems to have extended all over the fuselage including the belly; no view of the a/c underside to show undersurfaces of wings or tail. All FAR (Fuerza Aerea Revolucionaria) B-26 seem to be with plexiglass noses, while the "worm" B-26 see to be the hard nose with machine guns type. Insignia is definitely the white star with red border and blue bar. There's a shot of a Sea Fury taking off and the insignia is apparently applied in the American fashion; on the left wing only.

"The Poseidon Explosion", a Romanian film, shows several Mil Mi-6 choppers - olive drab uppers, light blue unders, with the Romanian star in 3 positions, fuselage sides and belly."

## BRAZILIAN AIR FORCE DESIGNATIONS

This first feature on the Força Aerea Brasileira (FAB) is intended to be the initial step towards a more complete study of the FAB which will be published in our SAFO magazine. AT the same time, it should establish the foundation for the collaboration of all SAFCH members interested in the South American Air Forces, their history, units, aircraft, organization, etc.

Today, I want to discuss the designation and serial system used by the present day FAB. All serials and designations recorded here have been determined from photographs both in my own files and from many magazines from around the world. I want to point out that the conclusions I have reached are not definitive and I hope that the SAFCH members will excuse any errors and that they will help in correcting them.

The serial system used by the FAB consists of a number painted on the vertical tail of the aircraft composed of four numbers each of which has a consistent meaning. The extreme left one signifies the category of aircraft (4=fighter, 5=bomber, 2=transport, etc.); the second number from the left establishes the difference between the various aircraft in each category (although this rule does not seem to be exact); the remaining two numbers are the ordinal number of the individual aircraft of each type.

In many cases, the last two ciphers are painted on the nose of the aircraft in the manner of a code number.

The FAB uses its own designation system which, in some cases, is the same as that used by the former operator (for example ex-US aircraft). Some planes have two different designations!!!!. An example is the HU-16As which have been seen with SA-16A and M-16 designations. The designation is painted on the tail above the serial number.

The serials and designations used by the FAB are as follows:

FIGHTERS			TRANSPORTS		
Type	Designation	Serials	Type	Designation	Serials
F-80C	F-80C	4200-4247	C-60 Lodestar	VC-60	2000-2009
Meteor T-7	T-7	4300-4309	C-47	EC-47,C-47	2010-2090
Meteor F-8	F-8	4400-4459	C-46	C-46	2058 (single plane)
T-33A	T-33,AT-33,TF-33	4310-4363	Queen Air	C-8	2102-2108
AT-26	AT-26	4460-4571	Viscount	VC-90	2100-2101
Mirage IIID	F-103D	4900-4903	BAC-111	VC-92	2110-2111
Mirage IIIE	F-103E	4910-4921	HS-125	VC-93,EC-93	2119-2129
F-5B	F-5B	4801-4806	Bandeirante	C-95	2130-2199
F-5E	F-5E	4810-4845	C-82	C-82	2200-2211
			C-119G	C-119G	2300-2311
			DHC-5	C-115	2350-2373
			C-54	C-54	2400-2408
			C-118	C-118	2410-2416
			C-130E	C-130,RC-130	2450-2460
			HS-748	C-91	2500-2511
			C-45	C-45,U-45T,TC-45T	2800-2895
			C-42 Regente	C-42,U-42	Known serials
					2232,2238,2940
					2943.
BOMBERS			LIAISON		
Type	Designation	Serials	Type	Designation	Serials
B-25J	B-25J,CB-25J	5000-5136	Neiva Paulistinha	L-6,L-6A	3080-3109
B-26B/C	B-26B,B-26C,A-26C	5140-5174	Regente ELO	L-42	Known serials
B-17G	B-17,SB-17	5400-5411			3120,3211,3233,
					3240.
					3150-3158
					3180-3185
					Unknown
TRAINERS			HELICOPTERS		
Type	Designation	Serials	Type	Designation	Serials
S-11	T-21	0700-0799	UH-19D	H-19D	8500-8505
S-12	T-22	0800-0849	UH-1D	SH-1D	8530-8535
T-37C	T-37C	0870-0934	UH-1H	H-1H	8550-8557
Uirapuru	T-23	0940-1009	Bell 206A	OH-4,VH-4	Known serials
T-6	T-6	Known serial range			8571,8580.
		12xx,13xx,14xx,			8600-8629?
		16xx,17xx.			
Neiva Universal	T-25	1830-1979	O-1A/E	L-19	
Magister CM-170	T-24	Not known	Pilatus P-3	L-3	
T-28A	T-28	0860-0865	Neiva Campeiro	L-7	
T-11 Kansan	T-11	Known serials			
		1524,1820			
MARITIME PATROL					
Type	Designation	Serials			
P-2E Neptune	P-15	7000-7013			
S-2A Tracker	P-16	7014-7027			
SAR					
Type	Designation	Serials			
PBY-5A	CA-10,CA-10A	6500-6527			
HU-16A	SA-16A,M-16	6530-6543			

Jose Luis Gonzalez Serrano SAFCH #141

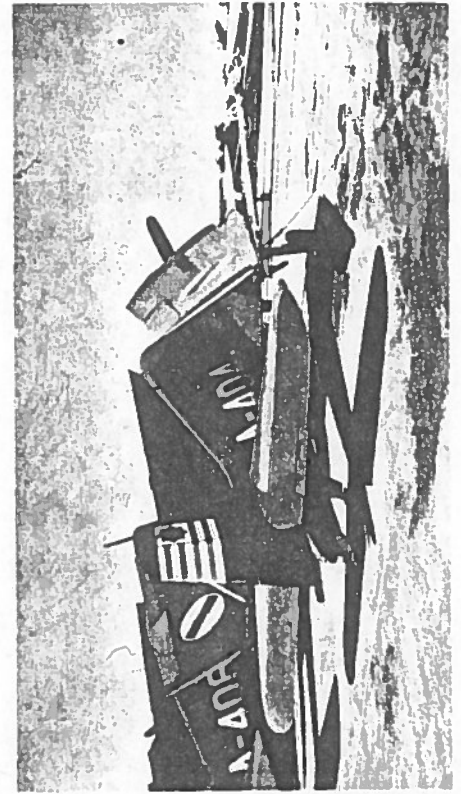
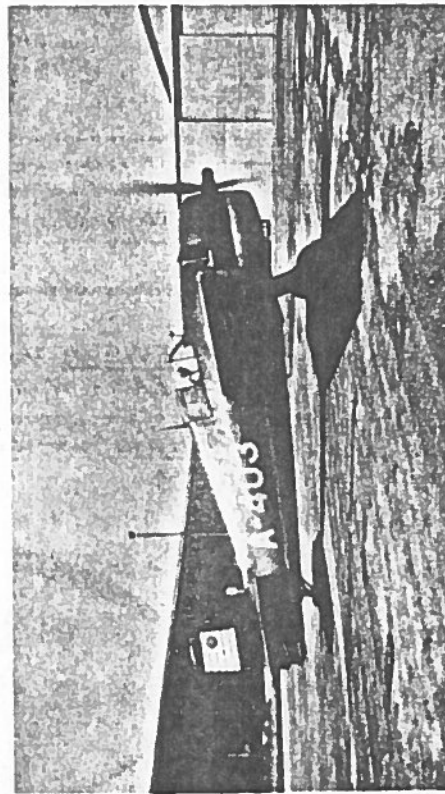
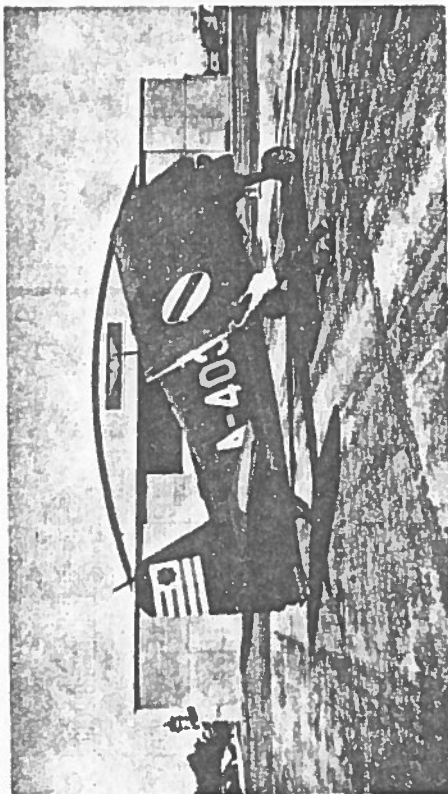
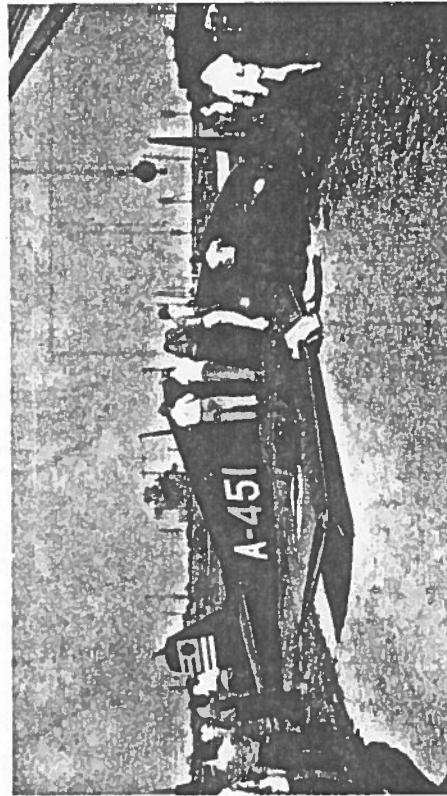
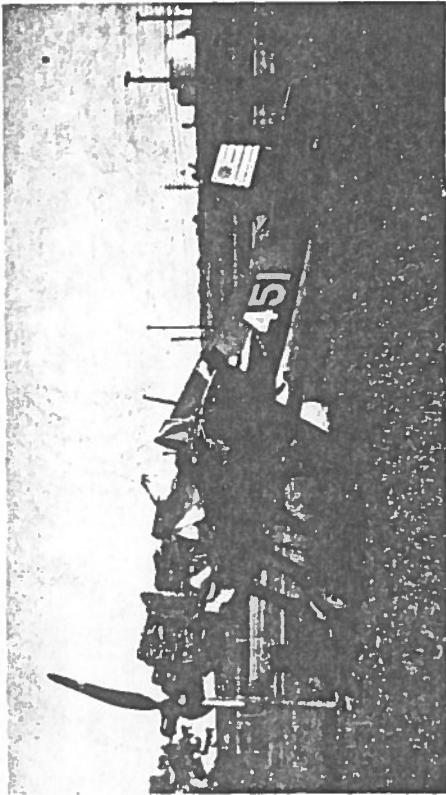
Jose Luis Gonzalez Serrano SAFCH #141



# Hellicats for Uruguay

(see pg 123 for comments)

— by MERLE OLMSTED

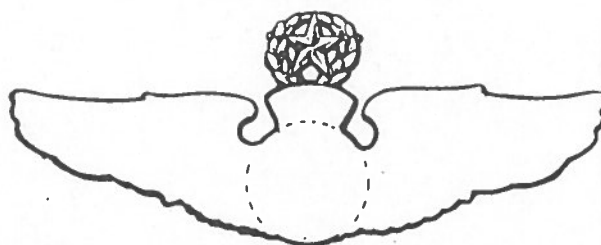
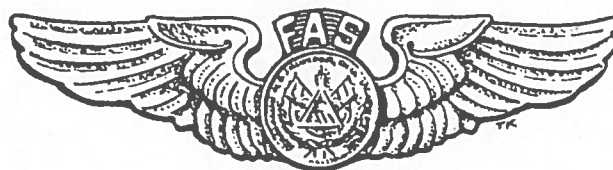


RANK INSIGNIA (same as Army) - 1970			
OFFICERS	General	laurel leaf	gold-colored emblems, worn on shoulder-straps [service uniform]
	Colonel	three stars	
	Lieutenant colonel	two stars	
	Major	one star	
	Captain	three bars	
	Lieutenant	two bars	
	Sublieutenant	one bar	
NCOs	Technical sergeant	two gold chevrons over a "T"	gold braid or colored cloth, worn on sleeve
	Sergeant	two gold chevrons	
	Subsergeant	one gold chevron	
	Corporal	two red chevrons	

State emblem or arms (slight variations reported)



## PILOTS' WINGS



All gold-colored metal, slightly over 3 inches (8 cm). High relief, pin back - [hallmark: N.S. MEYER INC., NEW YORK].

Apparently U.S. style { PILOT - basic design, as shown at top  
SENIOR PILOT - star added above "FAS"  
COMMAND PILOT - star & wreath, as illustrated

Basic uniform for the F.A.S. is the shirt and trousers in a light-blue color, with a garrison cap (overseas type). Officers also have a service uniform of coat and trousers in the above color, plus a dress uniform in dark-blue.

Both of these latter uniforms are also issued to technical sergeants.

A cloth patch depicting the F.A.S. emblem is worn at the left shoulder. Buttons, cap ornaments, pilot's wings, etc., all make use of the national coat of arms in their design. [from U.S. Govt. source]

NOTE: Further details and illustrations are still needed. Also, actual samples of insignia, especially F.A.S. patches, are wanted for a "small airforces" collection; already have the metal wings shown. - TED KOPPEL, 133 W. LANVALE ST., BALTIMORE, MARYLAND 21217, U.S.A.



Emblem of A.F. STAFF:  
Blue disc with red border, white triangle with yellow star, red berries on green wreath [Embroidered sleeve patch - INFO. from Maj. Waring.]



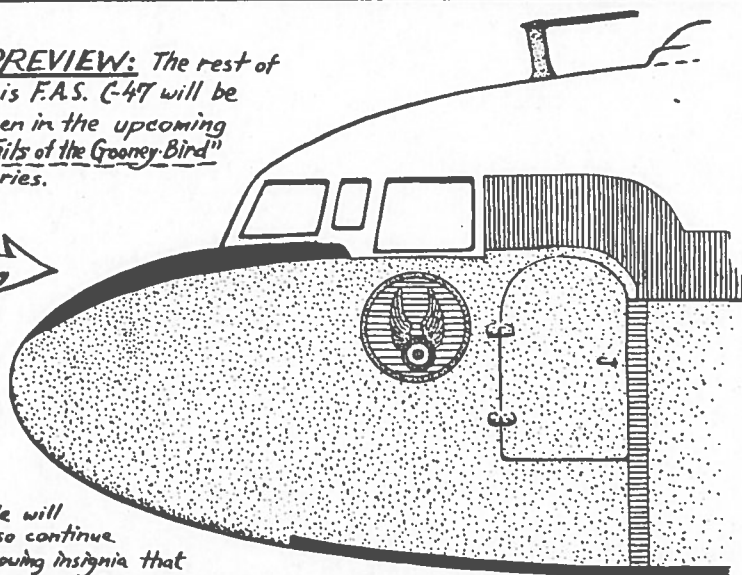
Provisional sketch of Salvadoran A.F. officer in garrison uniform - (based on Army pattern).



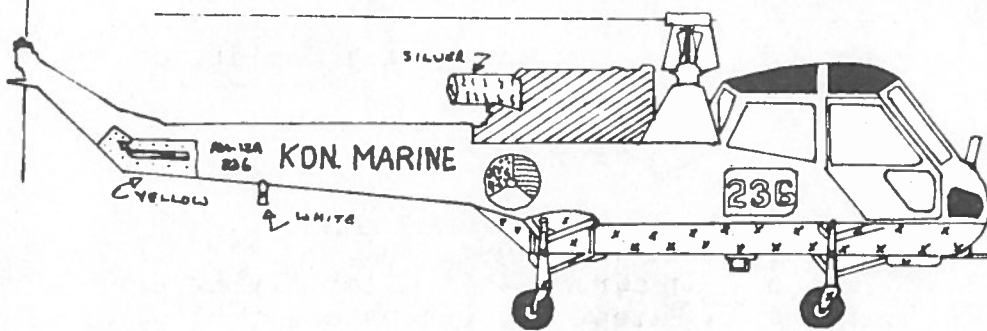
## F.A.S. EMBLEM

Red disc  
Yellow border  
Blue/white/blue roundel  
Yellow wings  
[as worn on uniform sleeve;  
on all-embroidered patch.]

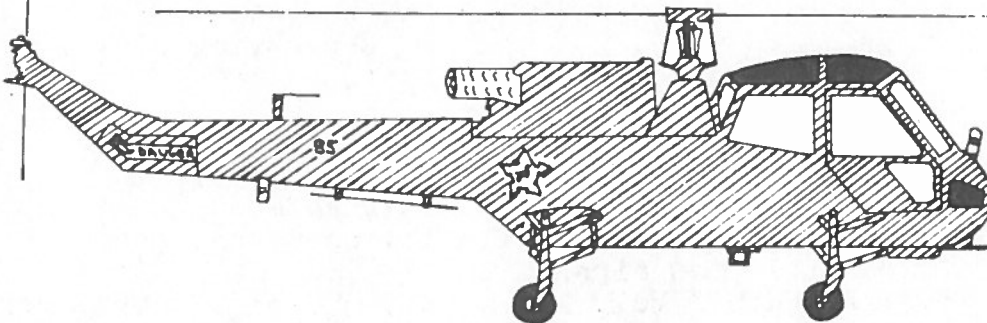
PREVIEW: The rest of this F.A.S. C-47 will be seen in the upcoming "Tails of the Gooney Bird" series.



We will also continue showing insignia that appear on both aircraft and the uniforms of personnel.

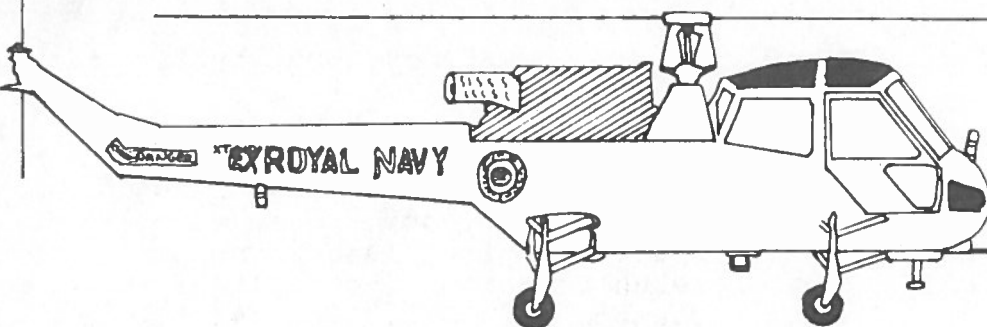


WASP AH-12 : 236  
R.NETH.N. 1966  
DK. BLUE TOP  
LT. GREY U/S

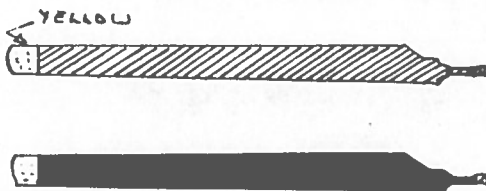


85 : 22 FT. S.A.N.  
1968 : DK. GREY  
BLACK 85

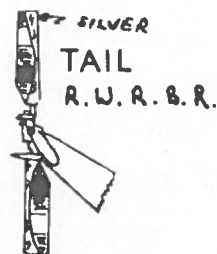
EXPORT WASPS  
R.Neth. Navy, S.A. Navy, R.N.Z.N.



EX-RN XT417  
NOW R.N.Z.N.  
NZ 1975 DK. BLUE  
OVERALL



MAIN ROTORS



ALL HAVE WHITE  
LETTERS: WHITE  
ON RED TAIL  
WARNING

PE Beaver  
Sgt. '75

## CROSS & COCKADE JOURNAL ABSTRACTS

The Cross & Cockade Journal is the publication of the Society of World War One Aero Historians. All articles about small countries from the first sixteen years of publication, 1960-1975, are abstracted below, in chronological order for each country. Photos are also listed.

### AUSTRALIA

---, photo of Avro 504K in the Australian War Museum, Vol. 2, #4, p. 370.  
Waugh, Colin, "A Short History of No 1 Squadron, Australian Flying Corps," Vol. 16, #3, pp. 244-253. Operated in Palestine. Photos and tables.

### AUSTRALIA

### AUSTRO-HUNGARIAN EMPIRE

### ÖSTERREICHISCHES-UNGARISCHES REICH

---, "The Austrian Berg Single-Seater," Vol. 1, #2, pp. 14-27. A reprint of a technical report from Flight magazine, late 1918, on the Austrian-Aviatik (Berg) D I. Fine sketches of many structural details, three-view. The engine was missing from the airplane examined by Flight.  
---, photos of Berg D I's, Vol. 1, #3, p. 31. Most of these photos are also in Aircraft in Profile #151, but are printed larger and clearer here.  
Caviglioli, Riccardo, "The Facts of Linke-Crawford's Demise," Vol. 1, #4, pp. 21-27. Discussion by Italian authority concludes that the famous Austrian ace fell due to wing failure of his aircraft while flying alone. Photos from Linke-Crawford's squadron, various aircraft.  
Russell, H.H., "Linke-Crawford's Death," Vol. 2, #4, pp. 350-353. Author concludes from British records that the ace was killed in combat.  
Thibault, Alvin H., "Airmen's Badges of the Central Powers," Vol. 3, #1, pp. 139-147. Includes photos and descriptions of Austro-Hungarian badges.  
Scaroni, Silvio, "An Open Letter," and Caviglioli, Riccardo, "The Italian Facts," Vol. 3, #3, pp. 257-263. Further comments on the Austro-Hungarian-Italian conflict, centering on the fate of Linke-Crawford.  
Thompson, Jesse, "Notes on the Austro-Hungarian Flying Corps 1910-1918," Vol. 3, #4, pp. 281-295. Has sections on: Pre-War Development, Wartime Development, the Aircraft Industry (covers each factory), the Engine Industry (ditto), and Well-Known Austrians Connected With Aviation During World War One. Photos. Bibliography.  
Eacock, M.F., "A Twin-Engined Bomber For Austria-Hungary: The Von Mises-Aviatik G.," Vol. 3, #4, pp. 295-309. Two prototypes built. Photos, three-views.  
Eacock, M.F., "Biographical Notes on Ingenieur Karl Joseph Saliger of the Austrian Kaiserliche und Königliche Übernahms-Kommission," Vol. 3, #4, p. 310. Notes on an aeronautical engineer in Austria-Hungary during WWI.  
Parker, Paul E., Jr., "Aviatik Berg," Vol. 3, #4, p. 366. Toned three-view and complete color notes on the Berg D I in the Technisches Museum, Vienna.  
Zelezny, Walther, "The Sinking of the French Submarine 'Foucault' By the Austro--Hungarian Seaplane 'L 135' September 15, 1916," Vol. 4, #1, pp. 23-25. Account of an interesting incident; all French crew rescued without loss. Photo of Zelezny, the pilot.  
---, complete color description of the Hansa-Brandenburg D I in original condition in Prague museum, Vol. 4, #1, p. 48. Photo of the engine (Austro-Daimler 185), p. 37.  
---, complete color description of the Knoller C II in original condition in Prague museum, Vol. 4, #1, p. 48. Photo, p. 37.  
Hefty, Frigyes, "The Tattered Skies of Doberedo," Vol. 4, #2, pp. 189-194. A Hungarian pilot's experiences on the Italian front.  
---, photos of Albatros D III over the Alps, Vol. 4, #4, front and back covers.  
---, photo of W.K.F. D I, Vol. 4, #4, back cover.  
Eacock, M.F., "The Von Mises-Aviatik G. Bomber, A Postscript," Vol. 4, #4, pp. 352-353. Additional comments. Two photos of third prototype.



Pfister, Rudolf, "Birdman of Austria," Vol. 5, #1, pp. 39-47. Pfister's recollections of training and service. Photo of Pfister.

---, photos of Albatros D III engine installation and cockpit, Vol. 5, #3, p. 289.

Reddehase, Erwin, "German and Austrian Aircraft Engines of the First World War," Vol. 5, #4, pp. 321-326. Two pages of text, one of engine designations, one of manufacturers, two of engine descriptions, including specifications, dates, and production for twenty Austrian engines, all water-cooled in-line types.

Nelsen, Stephen, "Austrian Naval Aircraft," Vol. 7, #2, pp. 112-131. A thorough summary of: prewar operations; wartime growth of the naval air force; types of naval aircraft (by class); markings; armament; seaplane bases; commanding officers; summary of overall growth of the Austrian Air Force including a list of units on the various fronts; bibliography. Many photos.

---, photo of Fokker E II, OO.13. Vol. 7, #2, p. 177.

---, photo of Phönix D II's, unknown identity. Vol. 8, #3, p. 233.

---, photos of Berg D I, Albatros D III, Phönix C I, Brandenburg C I. Vol. 9, #1, pp. 89-92.

Selinger, Franz, "A Checklist of Austrian Naval Aircraft," Vol. 9, #3, pp. 215-239, and back cover. A 6-page list of just about all individual naval aircraft; descriptions; dates and fates. 19 pages of photos. Corrected, Vol. 10, #4, p. 381.

Woodman, Harry, a note on Alan Jerrard, V.C., and his fight with Austrians, Vol. 9, #3, p. 301.

Olsen, L.R., "Aircraft Engines of WWI," Vol. 9, #4, p. 403. Photos and specifications of Austro-Daimler D-35. V-12, 380 hp, 1831 c.i.d.

Kilduff, Peter, translator, "Air War in the Adriatic: A Memoir of Gottfried von Banfield," Vol. 14, #1, pp. 39-53. Translation of ace's memoirs. Photos.

Ross, Bob, "Austro-Hungarian Aces," Vol. 14, #2, pp. 124-130. Photos of 25 aces.

Laszlo, Frank, "K. u. K. Fliegerkompagnie No. 17," Vol. 14, #3, pp. 193-229. A short history of this company by the son of a pilot. 94 photos, one map.

Molson, photos of pieces of a Phönix D I, Albatros D II, and Lohner no. L-127 surviving in Italy, Vol. 14, #3, p. 266.

Meindl, Karl, "The Falcon of Feltre," Vol. 15, #3, pp. 193-202. The life of Oberleutnant Frank Linke-Crawford, Austro-Hungarian ace. Photos.

Grosz, Peter, "Austro-Hungarian Aircraft Armament: 1914-1918," Vol. 15, #3, pp. 227-283, and covers. Thorough discussion. Sketches, tables, and many photos.

Kerr, James, "Against All Comers," Vol. 15, #4, pp. 291-356 and covers. Thorough discussion of the Austro-Hungarian Air Force on the Italian front, including dispositions and 78 photos.

Vašiček, Radko, "My Name is Bláha," Vol. 16, #4, pp. 350-353. An unknown Austrian pilot is identified. Photos.

#### BELGIUM

#### BELGIQUE

---, complete color description of the Hanriot HD I in the Brussels museum, Vol. 4, #1, p. 47. Photo, from below, p. 37.

Lamberton, W.M., "Ponnier Biplane," Vol. 4, #1, p. 51. This type was used by the Belgians; too unstable. (Illustrated in uncertain markings in Vol. 3, #4, p. 373.)

Terlinden, Maj. Michael, "An Outline of the History of the Belgian Air Force From Its Origins To 1918," Vol. 5, #4, pp. 335-347. Covers 1910-1918. 7 pages of text, table of squadron aircraft and insignia, bibliography, 5½ pgs. of excellent photos. Errata, Vol. 7, #2, p. 184.

---, color notes on the F.1 Camel in the Brussels museum, Vol. 6, #3, p. 250.  
 Photos, pp. 246 and 253.  
 ---, photo of 1 $\frac{1}{2}$  Strutter in the Brussels museum, Vol. 6, #3, pp. 247 and 257.  
 Coppens, Baron Willy, "Belgian Aviation...1914-1918," Vol. 7, #2, pp. 103-111.  
 Good, compact history, 1911-1920. 11 photos.  
 Fenn, Ross, "Charles Nungesser and His Decorations," Vol. 7, #2, p. 182.  
 Photos and descriptions of two Belgian medals.  
 ---, photo of pusher two-seater (Farman F.40?), Vol. 10, #2, third cover.  
 ---, photo of Fokker D VII, postwar. Vol. 11, #3, p. 218.  
 Terlinden, Maj. M.C., "Mass Bombing in 1915," Vol. 14, #3, pp. 244-249.  
 Bombing methods and results. Photos.  
 Terlinden, Maj. M.C., "The Eagle of Flanders," Vol. 15, #3, pp. 203-218.  
 Andre de Meulemeester, Belgian ace. Photos.

#### BULGARIA

#### БЪЛГАРИЯ

Thibault, Alvin H., "Airmen's Badges of the Central Powers," Vol. 3, #1, pp. 139-147. Includes photos of one Bulgarian flyer's badge.

#### CANADA

#### CANADA

---, photo of Curtiss Jenny, Vol. 4, #4, pp. 338-339.  
 Dodds, Ronald V., "The ACA-Certificated Canadian Warbirds of 1915-1916," Vol. 6, #1, pp. 43-56. Training schools in Canada; list of certificated graduates thereof; photos, mostly of Wright aircraft.  
 Dodds, Ronald V., "The Canadian Zepp Killers," Vol. 6, #3, pp. 205-214.  
 Canadian airmen shot down half the Zeppelins destroyed in the war. Photos of pilots, aircraft, Zeppelins.  
 Cooke, G.H., the only photo of the proposed Royal Canadian Flying Corps wings (badge). Vol. 6, #3, p. 361.  
 Collishaw, Raymond, an autobiography, Vol. 8, #2, pp. 138-157. This Canadian ace's own story of his post-WWI flying in the Russian Civil War. Photos.  
 Waugh, Colin, "The Story of Three Canadians in the Air Service, 1914-1918," Vol. 16, #3, pp. 193-219. D.A. Davern, Robert H.B. Ker, K.G. Nairn. Photos.

#### CHINA

#### 中国

Bueschel, Richard M., "The Aeroplane Corps of the Chinese Army in World War I," Vol. 3, #4, pp. 361-365. As title indicates.

#### CZECHOSLOVAKIA

#### ČESKOSLOVENSKO

---, photo of Austro-Hungarian-built Fokker D VII with Austro-Daimler engine, Vol. 10, #4, p. 376.  
 Vasicek, Radko, "My Name is Bláha," Vol. 16, #4, pp. 350-353. A previously unidentified Austrian pilot is identified as a Czech. After the war he remarked his Albatros D III and flew it to the new country, but broke it in a ditch in the final landing.

#### DENMARK

#### DANMARK

---, photo of Avro 504N in a Copenhagen museum, Vol. 2, #4, p. 370.

#### ESTONIA

#### EESTI

---, photo of D.F.W. C V, captured and remarked, Vol. 15, #2, p. 134.

#### ITALY

#### ITALIA

Caviglioli, Riccardo, "Excerpts From the Flight Logs of Various Italian Hanriot Squadrons," Vol. 1, #4, p. 24. Brief. No photos.  
 ---, photos of S.V.A. 5's preserved in Italian museums, Vol. 2, #4, p. 370.  
 Densely-packed introductory-type article. Photos. Bibliography.  
 ---, photo of Macchi M-5, Vol. 4, #1, p. 65. Shows front half of plane in

strong sidelight.

Yeoman, F.A., "Which Road Will You Take?," Vol. 4, #1, pp. 92-95. Comments on Italian and British squadrons on the Italian front.

Nelsen, Stephen, "Italian Aircraft Production," Vol. 5, #3, pp. 222-226. Four page table lists production of many (all?) types by year. Photos of Macchi-Nieuport 17's and S.A.M.L.-2's. Errata, Vol. 7, #2, p. 184.

Nelsen, Stephen, "Italian Naval Aircraft," Vol. 5, #3, pp. 264-269. Tables of various classes of aircraft at various times and for specific battles. Photos of S.A.M.L.-2 and Macchi M-7, p. 289.

Lamberton, W.M., "The Caproni Bombers," Vol. 6, #3, pp. 215-227. Complete description of 31 types in the Ca 3, 4, 5 series. 29 photos. Bibliography of Italian sources.

Carlson, John R., photo of Hanriot HD I's of Squadriglia 78, Vol. 7, #2, front cover.

---, photo of Ca 45 bomber at Foggia, 1919, Vol. 9, #4, p. 389.

Rogge, Robert, "An Italian Vintage Pair--SPAD VII and SVA 5," Vol. 10, #4, pp. 345-349. Two survivors of WWI at the Aviano Air Show, Italy, 1967. Photos.

Whistler, Richard, "Photographs From the Italian Front," Vol. 14, #1, pp. 27-38. A photo essay. See also p. 50.

Molson, K.M., photos of Ansaldo A-1, SVA-9, SVA-5, Ca.53, Bleriot XIbis, Ca.3, Hanriot HD-1, Fokker D VII, Nieuport XII, all surviving in Italy, Vol. 14, #3, pp. 251-259.

Kohler, Warren, "From Foggia to the Independent Air Force," Vol. 14, #3, pp. 267-282. Article on Americans in Italy; photos of Italian aircraft.

Church, Bob, "The Eagle's Nest," Vol. 14, #4, pp. 373-378. Training schools in Italy. Photos of personnel.

---, photos, various subjects, Vol. 15, #4, pp. 310, 316, 317, 320, 321, 327.

#### JAPAN

#### 日本

---, photo of 1914 Japanese biplane on exhibit in 1953, Vol. 4, #1, p. 37.

#### MONTENEGRO

#### CRNA GORA / UPHA GOPA

Ross, Fenn, "Charles Nungesser and His Decorations," Vol. 7, #2, pp. 182-184. Photo and notes on two war medals.

#### NEW ZEALAND

#### NEW ZEALAND

Russell, H.H., "A Condensed History of Capt. C.F. Collett," Vol. 6, #3, pp. 335-340. Collett was the first ace from New Zealand. Photos, including one of the Eastchurch Kitten.

#### OTTOMAN EMPIRE

#### OSMANLI İMPARATORLUĞU

---, photo of Gotha WD II, 1915, Vol. 4, #1, p. 85.

Rogers, Dan, and Brian Flanagan, "Under the Iron Cross and Turkish Crescent," Vol. 7, #2, pp. 140-154. Career of the German pilot August Quoos, who transferred to the Ottoman Air Force in 1917. Photos--but not from Turkey.

Serno, Erich, "The History of the Ottoman Air Force in the Great War." A complete coverage based on the notes of Commander Serno of the Ottoman Air Force. Photos, maps.

Part 1: "Born in Battle--1915," Vol. 11, #2, pp. 97-121.

Part 2: "Expansion Into Distant Battlefronts--1916," Vol. 11, #2, pp. 122-144 and p. 166.

Part 3: "The Tide of Battle Turns--1917," Vol. 11, #3, covers and pp. 224-243.

Part 4: "The Last Days of the Ottoman Air Force--1918," Vol. 11, #4, pp. 346-349.

Flanagan, Brian, "Emil Meinecke, Fighter Ace of the Dardanelles," Vol. 12,

#3, pp. 232-252. Memoirs of a German pilot who also flew for Turkey.  
Flanagan, Brian, "The Serno Reports--An Addendum," Vol. 13, #2, pp. 184-186.  
Adds some details to the four-part article above.

POLAND

POLSKA

---, photo of Bregeut 14A.2's, Vol. 7, #3, p. 233.

PORTUGAL

PORTUGAL

Ross, Fenn, "Charles Nungesser And His Decorations," Vol. 7, #2, pp. 183-184. Photo and remarks on one war medal.

ROMANIA

ROMÂNIA

Ross, Fenn, "Charles Nungesser And His Decorations," Vol. 7, #2, pp. 182-183. Photo and notes on one war medal.

---, photos of an (apparently) Romanian F.21 or F.22, Caudron G.IV, balloon, Vol. 15, #2, pp. 135-136.

RUSSIAN EMPIRE

РУССКАЯ ИМПЕРИЯ

Nowarra, Heinz, photo of the Voisin flown by Lt. Pankratov, Vol. 1, #3, p. 76.

---, photo of the Anatra in the Prague museum, Vol. 1, #4, p. 370.

Grosz, Peter, photo of Voisin captured by Austro-Hungarians, Vol. 3, #4, p. 288.

Meos, Edgar, "Aircraft of the Russian Navy During World War I," Vol. 4, #1, pp. 26-27. One-page account by famous Russian aviation writer, covering mostly Grigorovich types; five photos of same.

Meos, Edgar, "The Russian Giants," Vol. 4, #2, pp. 168-179. The Sikorskies. Sections on "The Early Days," "The Squadron of Flying Ships," "Further Development of the Ilya Mourometz," "Characteristics" (in flight), "Operational History," "Influence of Sikorsky on Other Designers." Eight photos from Nowarra's collection.

Sheppard, Vic, "A Russian Stork--Edgar Meos," Vol. 7, #3, pp. 260-265. Extractions from his diary while serving in France.

---, photo of Moranes and Nieuports of the 19th Squadron, Vol. 10, #2, second cover.

Meos, Edgar, "Allies on the Eastern Front," Vol. 10, #4, pp. 314-328. Biographical sketches on five pilots. Flying schools. Photos. See also Vol. 12, #2, p. 190.

Cain, Claude, "Flying For the Czar," Vol. 11, #4, pp. 305-332 and covers. A photo essay covering the experiences of pilot Alexandr Riaboff during the Great War and during the civil war. 121 photos, all nice and sharp.

Eder, Jack, "With the Baltic Flying Squadron," Vol. 14, #4, pp. 355-360. Thorough article deals with the Germans who operated for the Allies against the Bol'sheviks; photos illustrate the nature of the operation.

Layman, R.D., "Euxine Wings: Russian Shipboard Aviation in the Black Sea--1913--1917," Vol. 15, #2, pp. 143-178. Thorough article on all aspects of this subject, including training, strength, markings, armament, personnel, operations. Photos. Errata, Vol. 16, #3, p. 282.

Meos, Edgar, "Amazon Pilots and Lady Warbirds," Vol. 16, #4, pp. 375-379. The first women military pilots. Biographical sketches and photos of Lydia Zvereva, Princess Eugenie Shakhovskaya, Eudoxia Anatra, Lyubova Golanchikova, Helena Samsonova, Princess Sofia Dolgorukaya (of the Dolgorukii family), Nadezhda Degtereva. These pilots flew operationally.

SERBIA

SRBIJA/CPBИJA

Ross, Fenn, "Charles Nungesser And His Decorations," Vol. 7, #2, pp. 183-184. Photo and notes on a war medal.



Blume, August, "History of the Serbian Air Force." A full and detailed account covering the entire war. Photos. Bibliography.

Part One: Vol. 8, #2, pp. 127-137. 1911-1914.

Part Two: Vol. 8, #3, pp. 238-251. 1914-1916. Maps.

Part Three: Vol. 9, #1, pp. 73-84. 1917-1918. Maps.

Part Four: Vol. 9, #2, pp. 163-169. A list of French and Serbian personnel losses for the war.

Part Five: Vol. 9, #3, pp. 291-299. Short biographies of some Serbian pilots. Photos.

#### SOUTH AFRICA

Southey, John, "A South African At War," Vol. 16, #1, pp. 53-64. Memoirs of a pilot on the Western Front. Photos.

#### SWEDEN

---, photos of Tummelisa Ö-1, Phönix D III, Albatros C III, Macchi-Nieuport M-7, in Swedish museum, Vol. 4, #4, pp. 382-383. More on Ö-1, #2, pp. 143-7.

---, photo of Thulin N.A. Scout in a Swedish museum, Vol. 6, #3, p. 244 and p. 247.

#### SWITZERLAND

---, color description and photo of Nieuport 28, Vol. 4, #2, pp. 146 and 148.

---, photo of Morane-Saulnier A.I, Vol. 4, #3, p. 268.

---, photos of Swiss aircraft, Vol. 8, #1, pp. 88-90. Haefli DH 3, Wild Aviatik, DH.9, an unknown type, Hanriot HD-1, Nieuport 28.

Äschbacher, Hermann F., (Peter M. Grosz, translator), "Life and Work of Oberingenieur Paul Jaray," Vol. 9, #3, pp. 205-214. The German designer of the Zeppelin C II, used by the Swiss Air Force, 1920-1928. Photos, three-view.

#### SCHWEIZ/SUISSE

--Abstracted by George Rowley

SAFCH #69

## HELLCATS FOR URUGUAY

(from pg 115)

These photos, from the album of Merle Olmsted (SAFCH #35), show some of the Grumman F6F-5 at Fort Worth, Texas before their delivery to Uruguay. A-451 tangled with some power lines while attempting to make a dead-stick landing at Meachan Field, 21 October 1951.

#### References to Uruguayan Hellcats:

(1) Flying Review International, October 1968. "Twelve F6F-5 Hellcats reached Uruguay in April of 1952 and served with the Aviacion Naval until 1961." A color profile of A-401 has a small 01 in white on the cowl, a squadron insignia (?) forward of the cockpit, and "AVIACION NAVAL" in white aft of the fuselage number.

(2) Air Enthusiast, September 1975. Color profile of A-401 repeated.

(3) Flying Review International April 1966. A color profile of A-451 carries a small white 51 on the cowl. Color top and bottom views show a white anchor on the upper port wing and a black anchor below the starboard wing. This latter anchor is visible in several of Merle's photos.

# THE NORTHROP T-38/F-5 FAMILY OF AIRCRAFT DESCRIBED

by Gus Morfis SAFCH #3

Some confusion exists about the relationship between the various T-38/F-5 aircraft. This article will be limited to a concise description of the aircraft models involved and their evolution. Some narrative is necessary to lead from one to the other, however no pretence is made that this is a comprehensive study of these aircraft. This will await a future effort.

In 1954 a General Operational Requirement for a supersonic trainer was issued by the Air Force. Northrop realised that a lightweight fighter they had been studying could be revised to satisfy the GOR; their design effort was shifted to the trainer project, but the fighter requirements were kept in mind.. The project designations were N-156T for the trainer and N-156F for the fighter.

T-38A; In 1956 the USAF announced an order for fourteen YT-38 trainers. The Talon first flew in 1959 and the first production block became operational at Randolph Field in 1961. They were different from subsequent T-38A models, lacking nose pitot booms. Their J85-GE-1 engines had shorter tail pipes than the later -5 versions, and they lacked the cooling air scoops on the aft fuselage that the later models needed.

The design then remained visually unchanged throuout its production life. Some of the later models were modified to carry a baggage pod under the feselage and the Thunderbird's T-38A were modified to add a 'shark fin' antenna (like the Brazilian F-5E).

N-156; Work on the N-156F proceeded as a private venture and the airplane was rolled out in 1959. During the test program the Side-winder launch rails were added to the wing tip. The N-156 was different forward of the cockpit; at the wing roots (leading edge extension), engine air intakes and drag chute. The long nose boom was a flight test item, but the airplane was seldom seen without it. The 'F' designation was seldom used, since there was no more N-156T to confuse it with.

F-5A; The first production blocks of 'As' were very similar to the N-156. The belly was bulged to accomodate the bigger landing gear and they lacked the large 'radome'. It was quickly realised, however, that guns were not as obsolete as had once been thought so the nose was redesigned to carry two M-39 20mm guns.

The Norwegian aircraft seemed similar to the regular line aircraft, however the arresting hook was an added feature. They were also fitted to carry the Bullpup missile.

The Canadian CF-5A and the Dutch NF-5A models were visually similar, including the arresting hook, but their more powerful -15 engines required the addition of air inlet doors on the fuselage sides, just aft of the wing trailing edge.

The Venezuelan CF-5A are from Canadian stocks.

The Dutch NF-5As were equipped to carry up to three 275 gallon tanks.

In 1956 USAF took an F-5A evaluation squadron to Viet Nam. These were basically stock aircraft except that they had a fuel probe for in-flight refuelling installed on the left side of the fuselage, along the cockpit. The Canadian CF-5As have virtually the same setup, except that theirs is on the right side. Both installations can be removed as needed so that the same aircraft can appear with the probe either on or off.

The F-5A family can carry a recce nose which is easily installed, so that the same airplane might appear differently at different times.

F-5B; The F-5B first flew in February 1964. It looks like a worked over T-38A, but it is more properly a two seat F-5A since it has the equipment and stores capability of the 'A' except that it lacks the twin 20mm nose guns.

The CF-5D and the NF-5D have the same relationship to the CF-5A and the NF-5A as the F-5B has to the F-5A.

F-5E; This is an outgrowth of the F-5A design. The nose is now really a radome. The fuselage aft of the wing has been redesigned to take the bigger engines and to add more fuel. The fin cap has been removed. The air inlet doors are now standard, as is the arresting hook. The wing was split on the centerline and moved outboard and the leading edge was reshaped at the root.

The Saudi Arabian 'Es' retain the old fincap and have the inflight refuelling probe on the right side, like the CF-5As.

Brazilian 'Es' are really distinctive. They have the fin cap, and also a dorsal fin extension (like the P-51D Mustang of WWII!). In addition they have another antenna which looks like a 'sharks fin'.

F-5F; The F-5F is a revised F-5E. and bears the same relationship to it that the F-5B does to the F-5A. The nose is longer, however, in order to accomodate a nose gun. The radar installation is the same.

This takes these airplanes up to the present. While we will attempt to keep you up to date on any new models and revisions, it must be realised that much of the information must come from the SAFCH members on the scene. Please be assured that comments and inputs from fellow SAFCH members are not only welcome, they are necessary to fill in the many missing gaps and to keep our members up to date.

# The Northrop T-38A/F-5A/B/E/F Family

**T-38A**



**N-156**



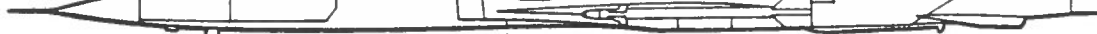
**F-5A**

Note: CF-5A illustrated

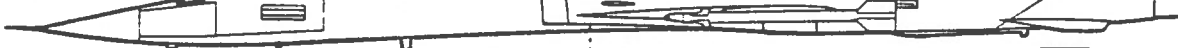
**F-5B**



**F-5E**



**F-5F**



**F-5E(BRAZIL)**





## SHORT ARTICLES

### AN AIRCRAFT FOR JERUSALEM

On May 2, 1945 the commander of Klagenfurt airport, Major Otto Konke, received the order from the German Foreign Ministry to place a Siebel Si 204D-1 aircraft at the disposal of the Grandmufti of Jerusalem. The crew of the Si 204D was retired from the Luftwaffe and engaged by the Grandmufti. The German national markings were oversprayed on the aircraft and the Grandmufti's personal insignia, a green crescent on red ground, was painted under the cockpit glazing. The camouflage was of German standard of black-green/dark-green/pale-blue. The German registration DL-NT (N in red?) in black, edged in white and a white B on the rudder were retained. Two white stripes around the fuselage behind the wings trailing edge were fitted. On May 3, 1945 the Si 204 landed at the airfield of Bern-Belpmoos in Switzerland. The ultimate fate of the Grandmufti is unknown, but the Si 204D-1 was interned and served with the Swiss Air Force under the registration B-3 until 1955.

Paul Bezouska SAFCH #34

### NOTES ON THE BOEING 281 (P-26A) IN SPANISH SERVICE

Only one Boeing 281 arrived, unarmed, in Spain in January 1935, in order to participate in the contest to replace the aged Hispano Nieuport 52. The contest was won by the more manoeuvrable Hawker Fury biplane.

At the outbreak of the civil war the Boeing 281 remained in Republican hands and was flown by several pilots, still without guns, in reconnaissance and "moral support" flights. In late August or early September 1936 it was shot down, its pilot, Ramon Puparelli, bailing out.

Unfortunately, I have not been able to dig out any info on the color scheme or insignia sported by this machine before or during the civil war. Any additions, corrections, or criticisms would be most welcome.

References: Wings Magazine, June 1973  
Andres Garcia Lacalle "Mitos y Verdades"  
Profile #14  
Munson's "Fighters 1919-39"

Ismael Garcia Llaca SAFCH #53

### PHOTOS OF EARLY DUTCH LVA AIRCRAFT

The best source of photos of early Dutch LVA a/c to supplement Fred Gerdessen's article in SAFO Vol. I, No. 3 is Hugo Hooftman book VAN BRIK TOT STARFIGHTER Vol. I. This is one of a series of five books in which Hooftman covers Dutch military aviation from its beginning to the early 1960s. I don't know if these excellent books are still available (at any price) but a SAFCH member without all five volumes of this series is like an Eskimo without his mukluks. The text is in Dutch, but with phrases such as "mit de oranje cirkel" this is no great drawback.

Each a/c type is treated in a number of pages commensurate with its importance in Dutch service and each description ends with a table giving technical data, numbers used by the Dutch, and known serial numbers. But, it is the photos that make these books really attractive to persons unable to read Dutch. There are 450 photos in the two volumes of VAN BRIK TOT STARFIGHTER and each one is a gem. The other volumes in the series are two volumes on VAN FARMAN TOT NEPTUNE and a single volume VAN GLENN MARTINS EN MUSTANGS about aviation in the Dutch East Indies.

VAN BRIK has 35 pages of text devoted to the following early LVA types: Brik, Farman F.22, various interned a/c, Trompenburg-Nieuport 11 C-1, Fokker D-III, Rumpler C-V, Thulin Type K, and Vreeburg A.2M. Photos which distinctly show aircraft carrying the

orange circle insignia include: Farman F.22 (4), SPAD VII, Albatros D-III, Hannover CL-IIIa, Thulin K, Aviatik C-III, Sopwith 1 1/2 Strutter, Rumpler C-I (2), Avro 504A, Maurice Farman MF-11, REP Parasol, Halberstadt CL-II, Pfalz D-III, Rumpler B-I, Rumpler C-VIII, DFV C-V (3), Hannover CL-IV, AEG C-IV, LVG C-II+, Bristol F2B, BE-2C, DH-9, Fokker M-8, Albatros C-XV, LVG B-III (2), Nieuport 11 and 17, SE-5A (2), Fokker D-III, Vreeburg A.2M, Rumpler C-V (2), Spijker V-I and V-3, Fokker C-I (4), D-VII, and D-VIII (3).

Several good articles on this subject have appeared in the magazines AIR PICTORIAL July 1963, The Royal Netherlands Air Force, by G.H. Kamphius. Four paragraphs are devoted to this time period and include a table of serials and photos of Avro 504A, REP Parasol\*, Aviatik C-V, Sopwith Pup and 1 1/2 Strutter, Caudron C-IV, Bristol F2B+, and Rumpler C-VIII\*.

AIR PICTORIAL December 1967, Interned in Holland 1914-18, by G.H. Kamphius. One page of text and more photos - those displaying the orange circle are: Sopwith 1 1/2 Strutter, Bristol F2B, SE-5A\*, Halberstadt CL-II, Hannover CL-IIIa\*, Pfalz D-III, and AEG C-IV,

\* denotes photos duplicating ones appearing in Hooftman's book.  
+ denotes photos appearing in SAFO Vol. I, No. 3.

Jim Sanders SAFCH #1

### REPORT FROM DASSAULT:

Mirages ready for delivery (September-October 1975)

- Mirage 5DM no. 201 for Zaire
- Mirage 5DD no. 1017, 1018, 1019, 1020 for Saudi Arabia
- Mirage 5DE no. 2006 for Saudi Arabia
- Mirage 5P no. 101, 102, 198 for Peru
- Mirage F1AZ no. 216, 217, 218 for South Africa
- Mirage F1CG no. 105, 107, 111 for Greece

The first F1BK and F1BZ, two seat versions of the Mirage F1, are being assembled for Kuwait and South Africa respectively. Also flown in September was a Mystere Falcon 20 for the Syrian Air Force.

### REPORT FROM AEROSPATIALE:

- SA 330 Puma registered 5V-MAX was delivered to the Togolese Air Force.
- Delivery of the first SA 330 Pumas for the Libyan Air Force has started.

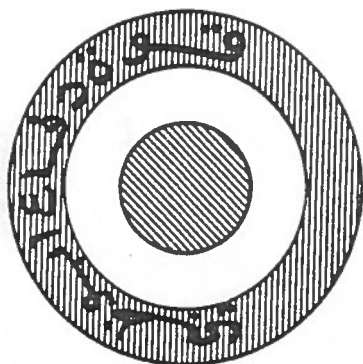
Chris Barbour SAFCH #73

BOOK REVIEW: La Aviacion en la Guerra de Espana, Vol. 2, Salvador Rallo.

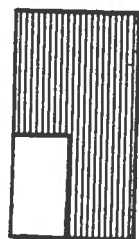
If you haven't seen one of these little books (15 cm by 11 cm, 80 pages) you probably should look at one before you order; they may not be everybody's cup of tea. The format of all four volumes is the same: each a/c type that served on either side during the Civil War is described in a couple of pages of text (in Spanish), one or more photos, and a line drawing. The author apparently had good intentions but the scarcity of material stopped him far short of his goal. Many of the photos are not of Spanish a/c and few of the drawings have any markings. For example, while Vol. 2 covers such interesting types as the Bellanca 28-90, Clark GA-43, Lockheed Vega, Northrop Delta, and Seversky SEV-2XP, the only photos of a/c in Spanish markings are the Ford 4AT-E (EC-ARA), Monocoupe 90A (EC-BAH), Spartan 7-V Executive (EC-AGM), and Vultee V-1A. All drawings are "nude" except for the DC-2 (EC-XAX) on the cover. In all honesty, Vols. 1 and 3 are a lot better but I haven't seen Vol. 4. So if you have a "thing" for the Spanish Civil War, these books are for you. But, you had better brush up on your high school Spanish for all the real "meat" seems to be in the text.

Jim Sanders SAFCH #1

# ABU DHABI

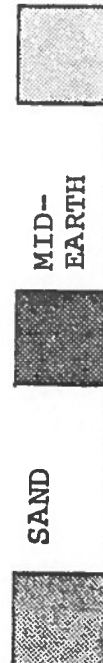
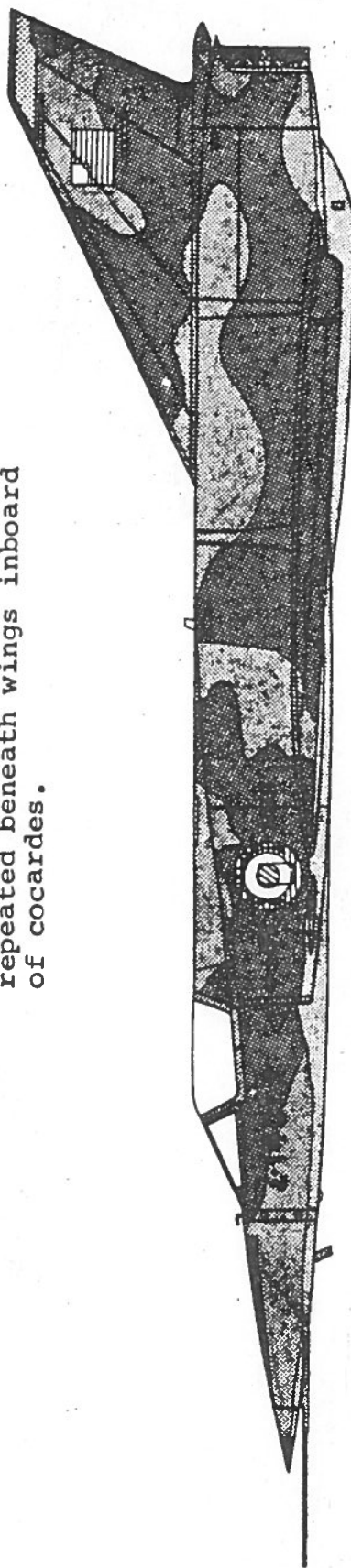


Cocardes in six positions.



Fin flash varies in size and shape on different types in service.

Arabic inscription denoting 401 repeated beneath wings inboard of cocardes.



NOTE: Exact camouflage colors not verified at time of publication.

*Prepared by Tom Young with the kind assistance of Ted Koppel*

Reprinted with the kind permission of MODEL-AIRE INTERNATIONAL